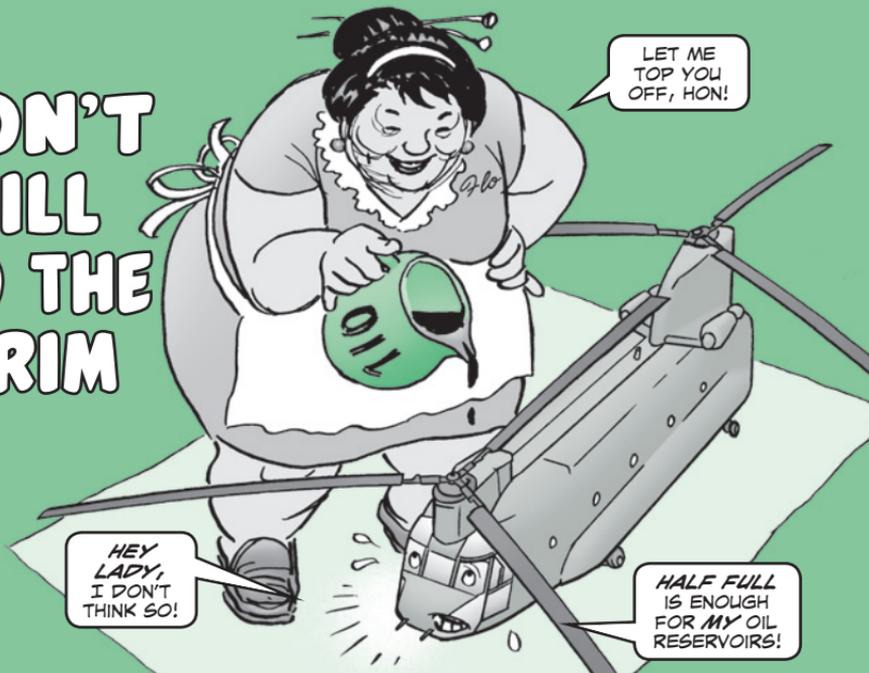
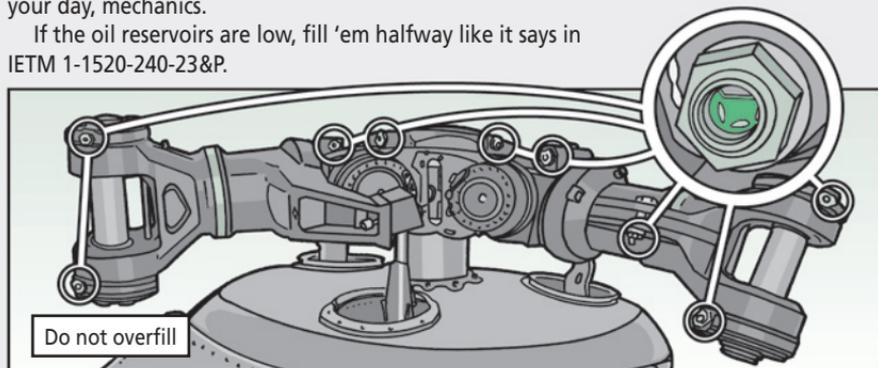


# DON'T FILL TO THE BRIM



A cup filled to the brim with good coffee may be a good start to a perfect day. But filling the forward and aft rotor head oil reservoirs to the brim on a Chinook can ruin the rest of your day, mechanics.

If the oil reservoirs are low, fill 'em halfway like it says in IETM 1-1520-240-23&P.



When aircraft broil under the hot sun on the flight line or in the desert, the oil heats up and expands. Full rotor head oil reservoirs leave no place for oil to expand.

So it blows out the rotor head oil seals. This creates an unsafe condition when flying with leaky rotor head oil seals and it also gets all over the top of your aircraft making the bird dangerously slippery for anyone topside. You also have a mess to clean up.

Before you service the rotor hub oil tank, the horizontal hinge pin oil tank or the vertical hinge pin oil tank, rotate the blades like the IETM says. Doing this levels off the oil in the sight indicators so you get the correct reading before adding oil.