

MECHANICS, WHEN YOU ARE DOING ANY TYPE OF MAINTENANCE ON CHINOOK ROTOR HEADS OR FLIGHT CONTROLS, BE SAFE AROUND THE HYDRAULICS.

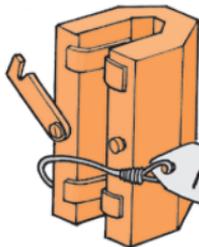
YOU **NEED** SAFETY AND STABILITY, SO **DON'T** BLOCK OUT THE NEED FOR THE SERVOCYLINDER SAFETY BLOCKS, NSN 1730-01-264-6254.

THE ACTUATORS SIT ON THE BLOCKS, TAKING THE WEIGHT OFF THE FLIGHT CONTROLS SO YOU CAN PERFORM MAINTENANCE.

USE BLOCKS FOR MAINTENANCE

Always use the blocks the right way. That means you must install them for each rotor head job where the TM or IETM procedure calls for their use. Use the block for maintenance on flight controls, too. They must remain installed until the job is done. It also means you'll have to adjust the equipment so that the blocks can be removed when the task is complete.

When you install a block, it must be placed on the piston with the slot of the block facing outward and the latch up. Just dropping the locking latch in place isn't enough—you must tighten the screw to hold the latch down.



Install block with slot outward and latch up so weight of actuator rests on block

REMOVE BEFORE FLIGHT

Remember, when a block is installed, you must have a Remove Before Flight streamer, NSN 8345-00-673-9992, attached. It must be **visible** on the outside of the surface of the aircraft so other mechanics will know maintenance is taking place.