

ONCE ...MOSTLY!

If you bird mechs want to save a lot of sweat and elbow grease when converting from MIL-H-5606 to MIL-H-83282 hydraulic fluid, you have to follow TB 55-1500-334-25 (May 75)—for real!

It's not uncommon for the job to be done a couple of times on the same bird because the new, fire-resistant

ATTA GAL,
CONNIE!!

YOU'RE A
BIRDS BEST
PAL!

fluid doesn't pass the flash point test at the oil analysis lab. Too much of the old oil remains in the system.

'Course Para 3-5 of the pub says you have to sample the hydraulic system following an hour of flight time. A sample is also needed when you ground run your converted hydraulic mule.

NOW THAT
CONVERSION TO
FIRE-RESISTANT,
HYDRAULIC FLUID
IS MOVING INTO
HIGH GEAR...

...IT'S UP TO
YOU TO MAKE SURE
YOU REALLY
HAVE A SAFER
SYSTEM!



Take the OH-58A conversion, for example. Appendix A of the pub says you have to remove and clean the



reservoir, hoses, and filters to get rid of the old fluid.



Just draining the sump and disconnecting a few lines won't hack it. If



as little as 3 percent of the old fluid remains, you won't have a fire-resistant system...the lab will ask for another sample.

'Course you also have to stencil the new fluid spec number on the sump.

Be sure you stencil the top of the reservoir on your Kiowa. You can't see



the side of the reservoir when adding hydraulic fluid—with the cowling installed.

Another "must" is that you send at least a 4-oz sample to the lab. The standard oil sampling bottle doesn't



hold enough hydraulic fluid to make the flash point test. NSN 8125-00-174-0855 will get you the right size screw-cap bottle for 26 cents each.

