

HUEY DELTA MODEL...

OIL PRESSURE ZAPPED!



On ground run-up after a PE, a UH-1D pilot got a low-pressure signal on the transmission oil pressure gage. Within 30 seconds oil pressure was zero.

Imagine the result if he'd been airborne! Who-e-e-e! Oil pressure zapped . . . transmission grabs . . . windmill stops . . . bird flipflops!

After troubleshooting the system—being careful to follow the Dash 20-by-the-book—the crew found the trouble.



There it was in the "hell hole"—at the transmission inlet oil hose/filter outlet coupling (quick disconnect). A real hard-to-reach item to service and check—and you'd better believe it.

When the external oil filter sump was removed for cleaning and filter replacement—sequence 4.11, TM 55-1520-210-20PMP (Nov 69)—the 3 tangs on the outlet quick disconnect fitting were not checked by hand for full extension. Oil was stopped f-a-s-t . . . by the check valve in the quick disconnect as it came unglued.

With the surge in engine power, the transmission oil pump forced oil thru the line and with no place to go the filter bowl sump cracked and took on a pregnant pumpkin look.

A lotta time and effort—not to mention some tempers—were lost because some knucklebuster didn't follow the TM.

'Course this type of boo-boo couldn't happen to you . . . right?