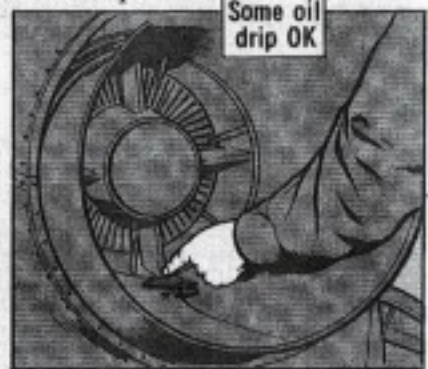


Deciding whether you have a leak in a bearing package of a T-53 engine can create some lively discussions.

The bearing seals work fine during engine operation. But in a static condition, some oil may drip past the seals and into the tail pipe. So engine smoking is normal when that baby is cranked up.



When is oil leakage excessive? When consumption is more than 2.4 pints per hour, according to Table 4-1—item 28—in TM 55-2840-229-24

(Apr 71). Dark brown or black burn streaks on the rear face of the power turbine disc—not puddling—will indicate a No. 3 bearing seal leak.



To check for excessive leakage, fill up the engine oil tank before a mission of 1 or 2 hours and then take a reading after the flight.

Chances are the bearings are OK...no engine change needed.

If you do have excessive oil consumption, tho, follow the troubleshooting info in Table 4-1 of the engine manual.