



# 20 Minutes,

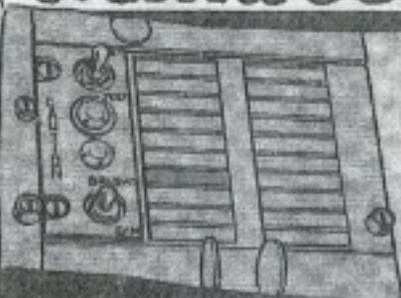
Dear Windy,

When the 20-min warning light in a Huey or Cobra comes ON, our pilots set 'em down in a good spot.

But there's a lot of guesswork involved, Windy.

How much time do we really have when the light operates normally? Also, how do we troubleshoot an early or late light?

SFC A. F. N.



Dear Sergeant A. F. N.,

Considering all the tolerances, Sarge, the caution light can go ON 11 to 26 minutes before engine flameout and still be within the tolerances of MIL-G-7940A. The level of fuel will be down to about 185 pounds—plus or minus 55 pounds.

If the light, quantity gage and the actual amount of fuel do not agree, or they are out of tolerance, the system is kaput or the quantity gage needs calibration.

With the bird level, the light can be checked by slowly adding fuel to an empty system until the light goes out. JP-4 fuel weight is 6.4 pounds-per-gallon. The light should go out when the fuel quantity gage reads 130 to 240 pounds.

You can make a more realistic check, tho, by filling the system a few gallons over that needed to turn out the light. Then, either run the engine or pump fuel out the filter—using the boost pumps—until the light comes on.

Then defuel the bird and measure the fuel removed.

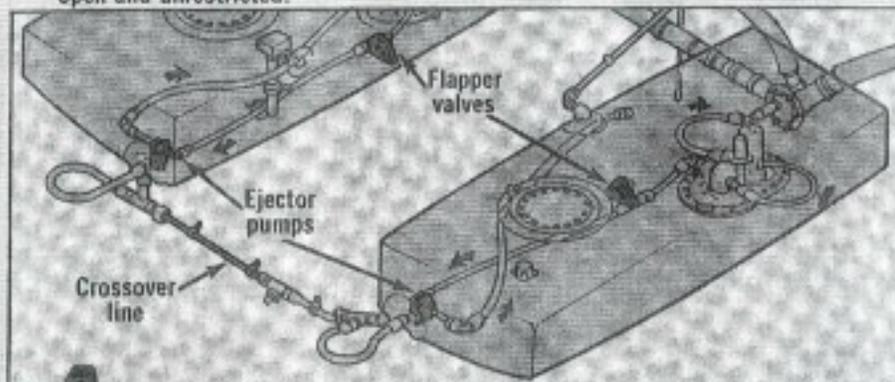


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# Maybe?!?



- 1 Check for a faulty fuel quantity system. Adjust and repair if needed.
- 2 Inspect the upper crossover line for the forward underfloor tanks to make sure it's open and unrestricted.
- 3 Check the forward crossover line and ejector pumps to see that they are open and unrestricted.



- 4 Inspect the flapper valves for fuel flow faster than the ejector pumps can pump fuel to the rear of the cell. (Check the flapper valve in the left forward cell if the system activates with a higher-than-normal quantity. Check the flapper valve in the right forward cell if the warning light activates with a lower-than-normal quantity). Adjust the flapper valves for proper seating and replace or shim them, as necessary.

Windy

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