INCH-POUND

MIL-C-8605B
31 October 1990
Superseding
MIL-C-8605A
31 October 1980

MILITARY SPECIFICATION

CAP; PRESSURE FUEL SERVICING

This specification is approved for use by all Departments and Agencies of the Department of Defense.

1. SCOPE

1.1 Scope. This specification covers the requirements for procurement of caps for pressure. fuel servicing adapters.

1.2 Classification. Pressure fuel servicing caps shall be one of the following

MS29525 Cap - Pressure Fuel Servicing, 2 1/2 Inch Flush Type
MS29526 Cap - Pressure Fuel Servicing, 2 1/2 Inch Non-Flush Type

2. APPLICABLE DOCUMENTS

2.1 Government documents

2.1.1 Specifications and standards. The following specification and standards form a part of this document to the extent specified herein. Unless otherwise specified, the issues of these documents are those listed in the issue of the Department of Defense Index of Specifications and Standards (DODISS) and supplement thereto, cited in the solicitation.

SPECIFICATIONS

Federal

TT-E-489	Enamel, Alkyd, Gloss (For Exterior and Interior Surfaces)
TT-S-735	Standard Test Fluids, Hydrocarbon

Military

MIL-C-5541	Chemical Conversion Coatings On Aluminum and Aluminum Alloy
MIL-T-5624	Turbine Fuel, Aviation Grades JP-4 and JP-5
MIL-C-7024	Calibrating Fluid, Aircraft Fuel System Components

Beneficial comments (recommendations, additions, deletions) and any pertinent data which may be of use in improving this document should be addressed to: Naval Air Systems Command, AIR-5363, Washington, DC 20361-5360, by using the Standardization Document Improvement Proposal (DD Form 1426) appearing at the end of this document or by letter.

AMSC N/A
FSC 1560

MIL-S-7742	Screw Thread, Standard, Aeronautical
MIL-A-8625	Anodic Coatings For Aluminum and Aluminum Alloys
MIL-F-18264	Finishes: Organic, Weapon System Application and Controi of
MIL-P-23377	Primer Coatings, Epoxy Polyamide, Chemical and Solvent Resistant
MIL-N-25027	Nut Self Lock
MIL-R-25988	Rubber, Fluorosilicone Elastomer, Oil- and Fuel-Resistant O-Rings
MIL-T-83133	Turbine Fuels, Aviation, Kerosene Types, NATO F-34, (JP-8) and NATO F-35
MIL-C-83286	Coating Urethane, Aliphatic Isocyanate For Aerospace Application

STANDARDS

Military

DoD-STD-100	Engineering Drawing Practices
MIL-STD-129	Marking for Shipment and Storage
MIL-STD-130	Identification Marking for US Military Property
MIL-STD-143	Specifications and Standards, Order of Precedence for the Selection of
MIL-STD-595	Colors
MIL-STD-794	Parts and Equipment, Procedures for Packaging and packing of
MIL-STD-889	Dissimilar Metals
MIL-STD-1523	Age Control of Age Sensitive Elastomeric Material
MS20995	Wire, Lock
MS24484	Adapter, Pressure Fuel Servicing Aircraft, Nominal 2 1/2 Inch Diameter
MS29525	Cap, Pressure Fuel Servicing, 2 1/2 Inch Flush Type
MS29526	Cap - Pressure Fuel Servicing, 2 1/2 Inch Non-flush Type
MS33588	Nuts and Plate Nuts, Self-locking, Functional Limitations of
MS33666	Packing, Preformed, Aeronautical, Elastomeric Range of sizes

(Unless otherwise indicated, copies of federal and military specifications, standards, and handbooks are available from the Standardization Documents Order Desk, Bldg 4D, 700 Robins Avenue, Philadelphia, PA 19111-5094.)

2.3 Order of Precedence. In the event of a conflict between the text of this specification and the references cited herein (except for related associated detail specifications, specification sheets or MS standards), the text of this specification takes precedence. Nothing in this specification, however, supersedes applicable laws and regulations unless a specific exemption has been obtained.

3. REQUIREMENTS

3.1 Qualification. The cap unit furnished under this specification shall be a product which is qualified for listing on the applicable Qualified Products List at the time set for opening of bids (see 6.3).

3.2 Materials. Materials and processes used by the manufacturer of pressure fuel servicing caps shall be of high quality, suitable for the purpose, and shall conform to

applicable Government specifications Materials conforming to contractor's specifications may be used provided the specifications are released by the Services and contain provisions for adequate tests. The use of contractors' specifications will not constitute waiver of Government inspection. All materials used in the cap shall be sufficiently resistant to fuels conforming to MIL-T-5624, MIL-T-83133 and TT-S-735 with aromatic content from 0 to 30 percent, to assure satisfactory operation as herein defined.

3.2.1 Metals. Metals used on the exterior of the cap shall be nonsparking, nonferrous. Ail metals not of corrosion resisting type shall be suitably protected to resist corrosion during the normal service life of the cap. (See Paragraph 3.7.2) The use of dissimilar metals, especially brass, copper or steel in contact with aluminum or aluminum alloys shall be avoided where practicable. Dissimilar metals are defined by MIL-STD-889.

3.2.2 Selection of Materials. Specifications and standards for all materials, parts, and Government certification and approval of processes and equipment, which are not specifically designated herein and which are necessary for the execution of this specification shall be selected in accordance with MIL-STD-143, except as provided in the following paragraph.

3.2.2.1 Standard Parts. Standard parts (MS, AN, or JAN) Shall be used wherever they are suitable for the purpose, and shall be identified on the drawing by their part numbers. Commercial utility parts such as screws, bolts, nuts, cotter pins, etc., maybe used provided they possess suitable properties and are replaceable by the standard parts without alteration, and provided the corresponding standard part numbers are referenced in the parts list and, if practicable, on the contractor's drawings. In the event there is no suitable corresponding standard part in effect on date of invitation forbids, commercial parts maybe used provided they conform to all requirements of this specification.

3.3 Design and construction.

3.3.1 Design. The cap as shown on MS29525 or MS29526 shall be designed to close and seal aircraft pressure fuel servicing connections which use MS24484 adapters. The design shall be such that removal of the cap will not be hindered by negative pressures acting between the cap and the adapter. If necessary, automatic relief venting shall be provided. The design shall include a means of connecting and disconnecting the cap easily by one gloved hand without the use of tools. The cap shall incorporate a positive locking mechanism. The outside surface of flush-type caps shall be flat as practicable in order to reduce air resistance.

3.3.1.1 Weight. Caps conforming to MS29525 shall weigh less than 0.80 pounds. Caps conforming to MS29526 shall weigh less than 0.65 pounds.

3.3.2 Construction. The cap shall be so constructed that it will withstand the strains, jars, vibrations, and other conditions incident to shipping, storage, and service use.

3.3.2.1 Primary Seal. The cap to adapter face seal shall be readily replaceable with a minimum replacement of attaching parts.

3.3.2.2 Direction of Rotation. The cap rotation to engage and seal shall be in a clockwise direction.

3.3.2.3 Lubrication. The cap shall operate satisfactorily without the use of lubricant.

3.3.2.4 Locking. The cap shall incorporate a rocker arm assembly as shown on MS29525 and MS29526 to positively and automatically lock the cap when fully engaged. The arm shall be spring loaded in a closed position. Once engaged, the cap shall not rotate, loosen, or unlock (even in the event of the formation of negative pressures) until the arm is raised.

3.3.2.4.1 Locking Indicator. The design shall provide a visual indication that the cap has not been properly installed and rotated to the locked position. When properly installed the rocker arm will be flush with the cap surface.

3.3.2.4.2 Installation and Removal. The installation of the cap shall be accomplished by applying a force of not more than 25 lbs. in the direction of the caps axis and rotating it 35 ± 5 degrees in a clockwise direction. This allows the locking pin of the rocker arm to engage in one of the three locking slots of the MS24484 adapter. The torque required to install or remove the cap, (rocker arm in the up position), shall not exceed 75 in.-lbs. Removal of the cap shall be accomplished by pressing at the “Press to Unlock” lettering sections of the rocker arm and rotating the cap counterclockwise. The necessary force to unlock the lock pin shall not exceed 6 lbs.

3.4 Interchangeability. All component parts shall be governed by the part numbering system of DoD-STD-100.

3.5 Threaded parts.

3.5.1 Screw Threads. Screw threads shall be in accordance with MIL-S-7742.

3.5.2 Locking of Threaded Parts. All threaded parts shall be securely locked by safety wiring, self-locking nuts, cotter pins, or other approved means. Safety wire shall have a minimum diameter of 0.032 inch and shall conform to MS20995. Self-locking nuts shall be of the all-metal type conforming to MIL-N-25027, and shall be used in accordance with MS33588. Staking and the use of lock washers is not permitted.

3.6 Synthetic Rubber Parts. Elastomeric materials shall be selected for long term stowage (20 years). Age sensitive elastomers, as defined in MIL-STD-1523, shall not be used.

3.6.1 "O" Ring. All “O” rings shall conform to either MS33666 or MIL-R-25988.

3.7 Finishes and protective coatings.

3.7.1 Finishes. The cap finish shall be smooth and free from sharp edges. Painted parts of non-flush caps shall be finished in accordance with MIL-F-18264 and finish coat shall be insignia red enamel conforming to Type II or Type III of TT-E-489. Surfaces exposed as an indication that the lock is not engaged shall be painted yellow color No.13655

in accordance with FED-STD-595. Paint to be used on flush caps shall consist of MIL-P-23377 Type II epoxy primer (.0006 to .0009 inch dry film thickness) topcoated with MIL-C-83286 aliphatic polyurethane, FED-STD-595 color No. 35237 (top coat dry film thickness of 0.0010 to 0.0015 inch) after MIL-C-5541 surface treatment to obtain adequate paint adhesion.

3.7.2 Protective Coatings. The cap shall be adequately protected against corrosion by the use of corrosion resistant materials or protective coatings acceptable to the procuring activity. Such coatings shall not chip or flake and shall prevent deterioration of the base metal under all conditions of service. Aluminum-alloy parts shall be anodized in accordance with MIL-A-8625.

3.8 Performance. The cap shall satisfy the provisions of Section 4.

3.9 Identification. All assemblies and parts shall be marked in accordance with MIL-STD-130. The marking shall be durable to prevent obliteration from use. The information may be etched, engraved, embossed, or stamped in a suitable location where practical. In addition, to information detailed on MS29525 and MS29526, nameplate data is required,

3.9.1 Nameplate. The following information shall be marked on the top of the cap:

CAP, PRESSURE FUEL SERVICING
MS Number *(either MS29525 or MS29526 as appropriate)*
Manufacturer's Name or Trademark
Manufacturer's Part No.

4. QUALITY ASSURANCE PROVISIONS

4.1 Responsibility for inspection. Unless otherwise specified in the contractor purchase order, the supplier of the fuel is responsible for the performance of all inspection requirements (examinations and tests) as specified herein. Except as otherwise specified in the contract or purchase order, the supplier of the fuel cap may use his own or any other facilities suitable for the performance of the inspection requirements specified herein, unless disapproved by the Government. The Government resumes the right to perform any of the inspections set forth in the specification where such inspections are deemed necessary to assure supplies and services conform to prescribed requirements.

4.1.1 Responsibility for compliance. All items shall meet all requirements of sections 3 and 5. The inspection set forth in this specification shall become a part of the fuel cap supplier's overall inspection system or quality program. The absence of any inspection requirements in the specification shall not relieve the contractor of the responsibility of assuring that all products or supplies submitted to the Government for acceptance comply with all requirements of the contract. Sampling inspection, as part of manufacturing operations, is an acceptable practice to ascertain conformance to requirements, however, this does not authorize submission of known defective material, either indicated or actual, nor does it commit the Government to accept defective material.

4.2 Classification of Inspections. The inspection and testing of the component shall be classified as follows:

(a) Qualification inspection: The qualification inspection consists of the examinations and tests accomplished on samples submitted for qualification (See 4.3).

(b) Quality conformance inspection: Quality conformance inspections are those examinations and tests accomplished on caps manufactured and submitted for acceptance under contract (See 4.4).

4.3 Qualification Inspection. Qualification inspections shall consist of qualification tests on two caps by the supplier, and verification tests on two caps at a Government facility. The qualification test are outlined in 4.3.1.3. The verification tests shall consist of any of the tests of 4.6 which the Government desires to perform. Successful completion of this inspection is required for qualification.

43.1 Test Samples. Test samples submitted for government verification shall be identified with the manufacturer's own part number. Samples submitted shall 'be accompanied by a complete set of detail and assembly drawings and a complete test report (4.3.1.1 and 4.3.1.2). Samples shall be submitted to the Naval Air Propulsion Center, Trenton, NJ 08628.

4.3.1.1 Drawings. The contractor's drawings submitted with the verification test samples shall conform to DoD-STD-100. The drawings shall show a cutaway section of all parts in their normal assembled position and shall specify part numbers of all parts and subassemblies. The following data shall be furnished on or together with the assembly drawing:

(a) Mounting dimensions
(b) Over-all dimensions
(c) Materials and construction, treatment and finish
(d) Pressure rating

4.3.1.2 Manufacturer's Test Report. The test reports submitted with the qualification test samples shall include the following:

(a) Report of all test, graphically presented when possible, together with a detailed statement indicating compliance or extent of noncompliance with all requirements of this specification, referring specifically to paragraph numbers.
(b) Summary of tests
(c) Diagrams of all test setups
(d) Outline and description of test and test conditions
(e) Copies of test log sheets
(f) Photographs when available

4.3.1.3 Qualification Tests. The qualification tests shall consist of all the tests listed in Table I, conducted in the order listed on the specific qualification sample cap, following the appropriate test method described in the reference paragraph number.

4.3.2 Rejection and Retest. When the cap fails to meet any of the requirements of the qualification tests, the program will be halted until the extent and cause of failure are determined. The action required to correct the fault will be reported to the qualifying

activity prior to reinitiation of the test program. After corrections have been made, all qualification tests shall be repeated.

4.3.3 Retention. The retention of qualification shall consist of a two year review and verification to determine compliance of the qualificap with the requirements of this specification. Each supplier shall forward to the preparing activity a certification that the listed product is still abailable from the listed plant, can be produced under the same conditions as originally qualified and meets the requirements of the current issue of the specification.

TABLE I
Sequencing of Qualification Tests

TEST	Paragraph No.	Cap No. 1	Cap No. 2
Examination of Product	4.6.1	X	X
Functional	4.6.2	X	X
Fluid Leakage	4.6.3	X	X
Air Leakage	4.6.4	X	X
Fuel Resistance and Extreme Temperature	4.6.5	X	
Vibration	4.6.7		X
Endurance	4.6.8		X
Accelerated Corrosion	4.6.6		X
Locking Torque	4.6.11	X	X
Proof Pressure	4.6.9	X	X
Burst Pressure	4.6.10	X	X
Disassembly and Inspection	4.6.12	X	X

4.4 Quality Conformance Inspection. Quality conformance inspection shall be performed under the surveillance of the Government inspector on lots submitted for acceptance under contract. The quality conformance tests shall consist of individual tests.

4.4.1 Individual Tests. Each cap shall be subjected to the following tests as described under "Test Methods":

(a) Examination of Product
(b) Functional
(c) Fluid Leakage (at test pressures of 5 and 60 psi only)

4.5 Test conditions.

4.5.1 Test Flange. An approved flange conforming to MS24484 shall be used where a test flange is specified herein. The poppet, poppet retainer, and spring shall have been removed from the assembly.

4.5.2 Cleaning. Prior to testing the cap, all internal parts normally in contact with the fuel shall be thoroughly cleaned to remove all foreign matter.

4.5.3 Test Fluid. Unless otherwise specified, fluid in accordance with MIL-C-7024 Type II or air, shall be used for all tests.

4.5.4 Room Temperature. Unless otherwise specified, all tests shall be conducted with the cap and test fluid at a temperature between 60°F and 90°F.

4.6 Test methods.

4.6.1 Examination of Product. The caps shall be certified to meet the material, finish and protective coating requirements of the applicable drawings and specifications. Each cap shall be examined to verify conformance with the dimensional and weight requirements of this specification.

4.6.2 Functional. The cap shall be connected (inserted and locked) into the test fixture illustrated in Figure 1 For caps equipped with pressure relief, apply -3 psig to the cap through the adapter and verify the relief function. The negative pressure shall dissipate in three seconds or less. For caps without automatic relief apply -3 psig and verify that the force required to remove the cap is unaffected by the negative pressure. The maximum force in the direction of the axis of the cap and the maximum torque required to connect or disconnect the cap shall not exceed 25 lbs. and 75 in-lbs., respectively. The necessary force to be applied to the rocker arm such that the cap becomes unlocked shall not exceed 6 lbs.

4.6.3 Fluid Leakage. The cap shall be connected to a test flange and test fluid pressures from + 1 to +5 psi in l-psi increments, and from 10 to 60 psi in 10-psi increments shall be applied to the cap through the flange. Each test pressure shall be maintained for at least 1 minute. There shall be no evidence of leakage.

4.6.4 Air Leakage. This test procedure is similar to that of the Fluid Leakage Test, except air shall be substituted for the test fluid. There shall be no evidence of leakage, except at the seal. Seal leakage at pressures from + 1 to +5 psi shall not exceed 10 milliliters of free air per minute. At pressures from 10 to 60 psi, the leakage shall not exceed 50 milliliters of free air per minute.

4.6.5 Fuel Resistance And Extreme Temperature. The fuel resistance and extreme temperature tests shall be conducted in accordance with Table II.

4.6.6 Accelerated Corrosion. The assembly shall be immersed in a solution of 2 1/2 percent (by weight) sodium chloride in distilled water. After immersion, the solution shall be drained, and the assembly shall be placed in an air oven and maintained at a temperature of 130 ± 5°F for a period of at least 1 hour. This entire procedure shall be

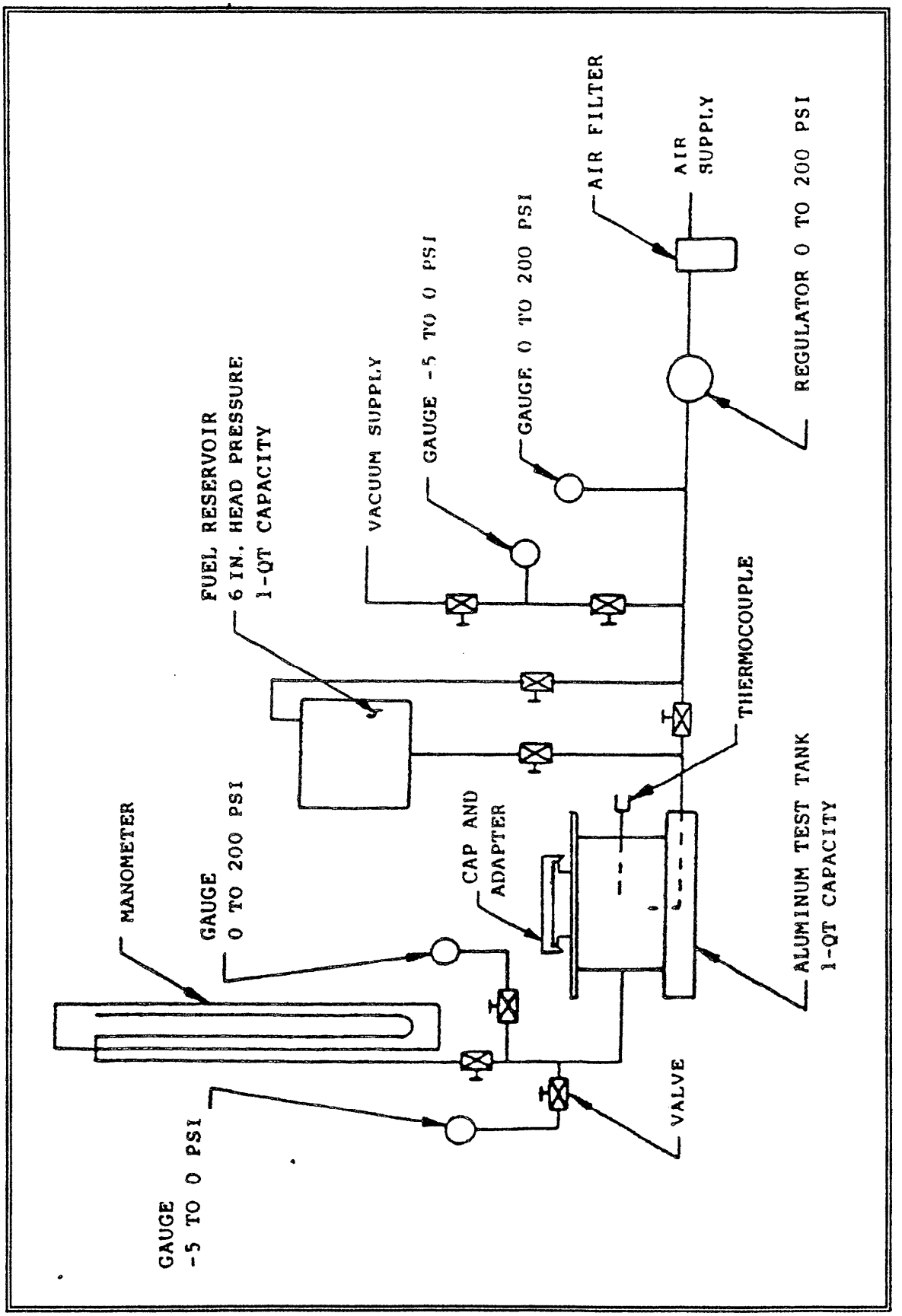

FIGURE 1. Test Apparatus Configuration

TABLE II

Fuel Resistance and Extreme Temperature Tests

Fuel Resistance					Extreme Temperature
Period 1/	Phase I Soak 2/	Phase I Dry	Phase II Soak 2/	Phase II Dry	Low Temperature 2/
Component configuration	Cap connected to test flange, filled with fluid and inverted	Drain and connect to test flange.	Cap connected to test flange, filled with fluid and inverted.	Drain and connect cap to test flange.	Cap connected to test flange, filled with fluid and inverted.
Test fluid	TT-S-735 Type III	Dry Air	TT-S-735 Type III	Dry Air	TT-S-735 Type I
Period duration	96 Hours	24 Hours	18 Hours	30 Hours	18 Hours
Temperature	158 ±2°F	158 ±2°F	158 ±2°F	158 ±2°F	-67 ±2°F
Operation or tests during	Disconnect and connect to test flange twice daily.	None	Same as for Phase I Soak.	None	None
Operation or tests immediately after period	Conduct fluid leakage test, using TT-S-735 Type III.	(a) Connect and disconnect cap to test flange five times. (b) Conduct fluid leakage test, using TT-S-735 Type I.	Same as for Phase I Soak	Same as for Phase I Dry.	Conduct the following tests with ambient and test fluid still at -67 ±2°F: (a) Functional, (b) Fluid leakage using TT-S-735 Type I, and (c) Air leakage

Notes: 1/ Each period shall follow immediately after preceding period.
2/ During period of soaking in the test fluid, the cap shall be maintained in such a manner as to insure complete contact of all synthetic parts with the fluid as would be expected under service conditions.

repeated for a total of 50 immersions. Immediately following the final immersion the assembly shall be washed with warm water to remove all salt accumulations. Any evidence of corrosion that might cause failure of this cap shall be cause for rejection. The assembly shall be dried and the cap subjected to the following tests:

(a) Functional
(b) Fluid Leakage
(c) Air Leakage

4.6.7 Vibration.

4.6.7.1 Vibration. The cap unit and test adapter shall be installed on a tank with the test tank filled with test fluid. The test adapter shall be constructed so that the cap is mounted in the upside down horizontal position The cap and test adapter shall be vibrated in such a manner that the cap vibrates at a double amplitude of 1/32 inch at the frequency of 2,000 cpm for a period of 24 hours. The hours (24) shall be divided into three equal periods: the first period at -65°F; the second at room temperature; and the third period at 130 ± 5°F. A mark shall be put on the cap opposite to a corresponding mark on the adapter. During the test, evidence of leakage shall constitute failure. Upon completion of the vibration test, the marks shall be in the same position that they were at the start of the test. The cap unit shall then be subjected to the functional test (4.6.2) and the fluid leakage test (4.6.3).

4.6.7.2 Vibration Scan. The cap shall be connected to the test flange. The assembly shall be adequately mounted on the vibration device and subjected to the four vibration-scanning cycle tests listed in Table III. The test shall be conducted at room temperature. There shall be no evidence of leakage during the test, damage, or loosening of parts, or leakage as a result of the test.

4.6.8 Endurance. The cap connected in the test flange shall be subjected to 60 psi fluid pressure for one minute. At the end of this period, the pressure shall be released and the cap disconnected. This test shall be performed for 2500 cycles. At each 25 cycles the fluid shall be drained from the test set up and a negative pressure of -3 psi shall be applied for one minute. There shall be no evidence of leakage by a drop in the manometer. There shall be no evidence of deterioration that might cause malfunctioning of the cap Prior to start and at the conclusion the degrees of rotation required to lock and unlock the cap shall be recorded. The cap shall meet the requirement of 3.3.2.4.2. The cap shall then be subjected to the following tests:

(a) Functional
(b) Fluid Leakage
(c) Air Leakage

4.6.9 Proof Pressure. With the cap connected to the test flange, test fluid at a pressure of 120 psi shall be applied through the flange for at least 1 minute. There shall be no evidence of leakage, distortion, or failure of any part of the cap.

TABLE III
Vibration Test

Scanning Cycle / Test	1	2	3	4
Axis of Vibration	Along axis of symmetry	Along axis of symmetry	Normal to axis of symmetry	Normal to axis of symmetry
Fluid Pressure	10 psi	-3 psi	10 psi	-3 psi
Scanning Cycle Time	15 min	15 min	15 min	15 min
No. of Scanning Cycles Per Test	2	2	2	2
Procedure: The frequency shall be uniformly increased with respect to time through a frequency range from 10 to 500 cycles/sec., with an applied double amplitude of 0.036 inch up to 75 cycles/sec., and from there an applied vibration acceleration not less than ±10g. The frequency shall be similarly decreased such that the complete cycle is accomplished in the specified cycle time.				

4.6.10 Burst Pressure. The burst pressure test procedure shall be similar to the proof pressure procedure, except that the pressure shall be 180 psi. There shall be no failure or evidence of distortion of the cap as a result of this test.

4.6.11 Locking Torque. The cap shall be locked onto the adapter. Prior to locking the height of the rocker arm shall be 0.150 inch or greater. After locking, the rocker arm shall be flush with the cap top. Apply an 80 in.-lbs. torque to the cap in a counterclockwise direction. The cap shall not unlock nor sustain damage.

4.6.12 Disassembly and Inspection. The cap shall be disassembled and inspected. There shall be no evidence of excessive deterioration, wear or corrosion.

5. PREPARATION FOR DELIVERY

5.1 Preservation and Interior Packaging. The cap shall be preserved, packaged, and packed in accordance with MIL-STD-794.

5.2 Marking of Shipments. Interior packages and exterior shipping containers shall be marked in accordance with MIL-STD-129.

6. NOTES

6.1 Intended Use. The caps covered by this specification are intended for use in sealing aircraft hydrocarbon fuel-tank pressure servicing adapters.

6.2 Ordering Data. Requisitions, contracts, and orders should specify whether overseas packing is required.

6.3 Qualification. With respect to products requiring qualification, awards will be made only for such products as have, prior to the time set for opening of bids, been tested and approved for inclusion in the applicable Qualified Products List whether or not such products have actually been so listed by that date. The attention of the suppliers is called to this requirement, and manufacturers are urged to arrange to have the products that they propose to offer to the Federal Government, tested for qualification, in order that they may be eligible to be awarded contracts or orders for the products covered by this specification. The activity responsible for the Qualified Products Lists is the Naval Air Systems Command, Washington DC 20361, and information pertaining to qualification of products may be obtained from that activity.

6.4 Subject term (key word) listing.

Aircraft fuel system
Refueling

6.5 International Standardization Agreements. Certain provisions of this specification are the subject of international standardization agreement NATO STANAG 3294. When amendment, revision, or cancellation of this specification is proposed which will modify the international agreement concerned, the preparing activity will take appropriate action through international standardization channels including departmental standardization offices to change the agreement or make other appropriate accommodations.

6.6 Changes from previous issue. Marginal notations are not used in this revision to identify changes with respect to the previous issue due to the extensiveness of the changes.

CONCLUDING MATERIAL

Custodians:
Air Force -11
Army - AV

Preparing activity:
Navy - AS

Project 1560-0181

STANDARDIZATION DOCUMENT IMPROVEMENT PROPOSAL

INSTRUCTIONS

1. The preparing activity must complete blocks 1, 2, 3, and 8. In block 1, both the document number and revision letter should be given.
2. The submitter of this form must complete blocks 4, 5, 6, and 7.
3. The preparing activity must provide a reply within 30 days from receipt of the form.

NOTE: This form may not be used to request copies of documents, nor to request waivers, or clarification of requirements on current contracts. Comments submitted on this form do not constitute or imply authorization to waive any portion of the referenced document(s) or to amend contractual requirements.

I RECOMMEND A CHANGE:	1. DOCUMENT NUMBER MIL-C-8605B	2. DOCUMENT DATE (YYMMDD) 901031

3. DOCUMENT TITLE
CAP; PRESSURE FUEL SERVICING

4. NATURE OF CHANGE (Identify paragraph number and include proposed rewrite, if possible. Attach extra sheets as needed.)

5. REASON FOR RECOMMENDATION

6. SUBMITTER

a. NAME (Last, First, Middle Initial)	b. ORGANIZATION	
c. ADDRESS (Include Zip Code)	d. TELEPHONE (Include Area Code) (1) Commercial (2) AUTOVON (If applicable)	7. DATE SUBMITTED (YYMMDD)

8. PREPARING ACTIVITY

a. NAME	b. TELEPHONE (Include Area Code) (1) Commercial	(2) AUTOVON
Naval Air Systems Command AIR-53632	202-692-2653	222-2653
c. ADDRESS (Include Zip Code) Naval Air Systems Command AIR-53632 Washington, DC 20361-5360	IF YOU DO NOT RECEIVE A REPLY WITHIN 45 DAYS, CONTACT: Defense Quality and Standardization Office 5203 Leesburg Pike, Suite 1403, Falls Church, VA 22041-3466 Telephone (703) 756-2340 AUTOVON 289-2340	