

**TECHNICAL MANUAL**  
**10 HOUR/14 DAY INSPECTION CHECKLIST**  
**FOR**  
**ARMY**  
**AH-64A HELICOPTER**

“Approved for public release; distribution is unlimited”

TM 1-1520-238-PMS dated 30 June 1994 supersedes  
TM 55-1520-238-PMS dated 11 March 1987, including all changes.

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**HEADQUARTERS, DEPARTMENT OF THE ARMY**  
**30 JUNE 1994**

CHANGE }  
NO. 7 }

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WASHINGTON, D.C., 15 February 2002

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10 HOUR/14 DAY INSPECTION CHECKLIST

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Remove pages

-----  
3 through 6  
69 and 70  
73 and 74  
79 through 86  
109 and 110

Insert pages

A and B  
3 through 6  
69 and 70  
73 and 74  
79 through 86  
109 and 110

2. Retain this sheet in front of manual for reference purposes.

TM 1-1520-238-PMS  
C7

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10 HOUR/14 DAY INSPECTION CHECKLIST

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1 through 6  
27 and 28  
49 and 50  
55 and 56  
(59 blank)/60 through 64  
71 and 72  
(97 blank)/ 98  
101 through 104  
109 and 110

Insert pages

1 through 6  
27 and 28  
49 and 50  
55 and 56  
(59 blank)/60 through 64  
71 and 72  
(97 blank)/ 98  
101 through 104  
109 and 110

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10 HOUR/14 DAY INSPECTION CHECKLIST

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Remove pages

21 through 24  
29 and 30  
(33 blank)/34  
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(37 blank)/38  
53 through 56  
73 through 76  
99 and 100

Insert pages

21 through 24  
29 and 30  
(33 blank)/34  
(36.1 blank)/36.2  
37 and 38  
53 through 56  
73 through 76  
99 and 100

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10 HOUR/14 DAY INSPECTION CHECKLIST

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Remove pages

3 and 4  
61 and 62  
111/(112 blank)

Insert pages

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61 and 62  
111/(112 blank)

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AH-64A HELICOPTER  
10 HOUR/14 DAY INSPECTION CHECKLIST

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Remove pages

1 and 2  
11 and 12  
29 and 30  
39 and 40  
43 through 50  
99 and 100  
109 through 111/(112 Blank)

Insert pages

1 and 2  
11 and 12  
29 and 30  
39 and 40  
43 through 50  
99 and 100  
109 through 111/(112 Blank)

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CHANGE }  
NO. 2 }

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PREVENTIVE MAINTENANCE SERVICES  
10 HOUR/14 DAY INSPECTION CHECKLIST  
FOR AH-64A HELICOPTER

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Remove pages

15 through 18  
(47 blank)/48  
49 and 50  
(77 blank)/78  
79 and 80

Insert pages

15 through 18  
(47 blank)/48  
49 and 50  
(77 blank)/78  
79 and 80

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AH-64A HELICOPTER  
10 HOUR/14 DAY INSPECTION CHECKLIST  
GENERAL INFORMATION AND SCOPE

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Remove pages

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15 through 22  
35 and 36  
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39 and 40  
49 and 50  
79 through 84  
87 and 88  
99 and 100  
105 and 106

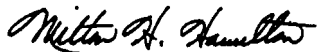
Insert pages

11 and 12  
15 through 22  
35 and 36  
(37 blank)/38  
39 and 40  
49 and 50  
79 through 84  
87 and 88  
99 and 100  
105 and 106

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**LIST OF EFFECTIVE PAGES**

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Date of issue for original and change pages are:

|  |   |
|--|---|
| Original . . . . . 0 . . . . . 30 June 1994    | Change . . . . . 5 . . . . . 27 February 1998 |
| Change . . . . . 1 . . . . . 30 September 1994 | Change . . . . . 6 . . . . . 11 July 1999     |
| Change . . . . . 2 . . . . . 19 February 1996  | Change . . . . . 7 . . . . . 15 February 2002 |
| Change . . . . . 3 . . . . . 30 September 1996 |   |
| Change . . . . . 4 . . . . . 19 December 1997  |   |

TOTAL NUMBER OF PAGES IN THIS PUBLICATION IS 116, CONSISTING OF THE FOLLOWING:

| Page No.              | *Change No. | Page No.             | *Change No. |
|-----------------------|-------------|----------------------|-------------|
| A – B Added . . . . . | 7           | 31 – 32 . . . . .    | 0           |
| 1 . . . . .           | 0           | 33 Blank . . . . .   | 0           |
| 2 – 3 . . . . .       | 6           | 34 . . . . .         | 5           |
| 4 – 5 . . . . .       | 7           | 35 . . . . .         | 1           |
| 6 . . . . .           | 0           | 36 . . . . .         | 0           |
| 7 Blank . . . . .     | 0           | 36.1 Blank . . . . . | 5           |
| 8 – 10 . . . . .      | 0           | 36.2 . . . . .       | 5           |
| 11 . . . . .          | 3           | 37 – 38 . . . . .    | 5           |
| 12 – 14 . . . . .     | 0           | 39 . . . . .         | 1           |
| 15 . . . . .          | 1           | 40 . . . . .         | 3           |
| 16 – 17 . . . . .     | 2           | 41 Blank . . . . .   | 0           |
| 18 – 19 . . . . .     | 0           | 42 . . . . .         | 0           |
| 20 – 21 . . . . .     | 1           | 43 – 46 . . . . .    | 3           |
| 22 – 23 . . . . .     | 5           | 47 Blank . . . . .   | 0           |
| 24 – 26 . . . . .     | 0           | 48 . . . . .         | 3           |
| 27 . . . . .          | 6           | 49 . . . . .         | 6           |
| 28 . . . . .          | 0           | 50 . . . . .         | 3           |
| 29 . . . . .          | 3           | 51 Blank . . . . .   | 0           |
| 30 . . . . .          | 5           | 52 – 53 . . . . .    | 0           |

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**LIST OF EFFECTIVE PAGES**

| Page No. | *Change No. | Page No.  | *Change No. |
|----------|-------------|-----------|-------------|
| 54 – 55  | 5           | 82        | 1           |
| 56       | 6           | 83        | 7           |
| 57 – 58  | 0           | 84        | 0           |
| 59 Blank | 0           | 85        | 7           |
| 60       | 6           | 86        | 0           |
| 61       | 6           | 87        | 1           |
| 62       | 0           | 88 – 92   | 0           |
| 63       | 6           | 93 Blank  | 0           |
| 64       | 0           | 94 – 96   | 0           |
| 65 Blank | 0           | 97 Blank  | 0           |
| 66 – 68  | 0           | 98        | 6           |
| 69       | 7           | 99        | 1           |
| 70       | 0           | 100       | 5           |
| 71       | 6           | 101       | 0           |
| 72 – 73  | 0           | 102       | 6           |
| 74       | 7           | 103       | 0           |
| 75       | 0           | 104       | 6           |
| 76       | 5           | 105       | 1           |
| 77 Blank | 0           | 106 – 108 | 0           |
| 78       | 2           | 109       | 7           |
| 79       | 7           | 110       | 6           |
| 80       | 0           | 111       | 4           |
| 81       | 7           | 112 Blank | 0           |

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**AH-64A HELICOPTER  
10 HOUR/14 DAY INSPECTION CHECKLIST**

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**GENERAL INFORMATION AND SCOPE**

**WARNING**

**CERTAIN INSPECTIONS ARE MANDATORY SAFETY-OF-FLIGHT REQUIREMENTS, AND THE INSPECTION INTERVALS CANNOT BE EXCEEDED. IN THE EVENT THESE INSPECTIONS CANNOT BE ACCOMPLISHED, AT THE SPECIFIED INTERVAL, THE HELICOPTER CONDITION STATUS SYMBOL WILL BE IMMEDIATELY CHANGED TO A RED X. THESE TYPE INSPECTION ITEMS ARE INDICATED BY BOLD-FACED LETTERING.**

**NOTE**

Inspection items contained in this manual are considered the minimum requirements for performing a 10 hour/14 day inspection and must be performed. The cumulative effects of inspection deferrals are unknown and could result in catastrophic failure or increased maintenance at a later date. Therefore, the use of special lettering to emphasize mandatory safety-of-flight inspection items is not to be construed as authority for deferral of other inspections.

DISTRIBUTION STATEMENT A: Approved for public release; distribution is unlimited.

\*This manual supersedes TM 55-1520-238-PMS, 11 March 1987, including all changes.

1. **Inspection Requirements.** This manual contains complete requirements of a 10 hour/14 day inspection for the AH-64A helicopter. It does not contain instructions for repair, adjustment, or other means of rectifying conditions, nor does it contain instructions for troubleshooting to find causes for malfunctioning. Specific tolerances, limits, etc., can be found in the applicable maintenance manuals. Use of the alphabetical index in the applicable manuals will facilitate locating the required information.

2. **Scope.** The inspections prescribed by this manual will be performed at 10 hour/14 day intervals by AVUM activities with assistance of AVIM activities when required.

### 3. **General Information.**

a. The inspection requirements contained herein are stated in such a manner as to establish what conditions are desired/undesired. Compliance with the provisions outlined herein is required in order to assure that latent defects are discovered and corrected before malfunctioning or serious trouble results. Inspection requirements are arranged, as nearly as possible, according to the manner in which they will be performed. The requirements are divided into groups and listed under area headings (see figure 1).

b. The 10 hour/14 day inspection intervals will not be exceeded except in actual operational emergencies. When operational emergencies require helicopter operation beyond the normal inspection due-time, a circled red x status symbol and an appropriate statement (to include authority) must be entered in blocks 16 and 17 of DA Form 2408-13-1 (Air-craft Inspection and Maintenance Record) until such time as the inspection is complete. When inspections are delayed to meet emergency requirements, commanders will assure that such red x status helicop-

ters will be inspected immediately upon termination of the emergency. When unusual local conditions are encountered, such as environmental conditions, utilization, type of mission, experience of flight and maintenance personnel, periods of inactivity, etc., the maintenance officer may increase the scope and/or frequency of maintenance or inspections as necessary to insure safe flight.

c. This manual may contain inspection requirements applicable to specific equipment not installed in your helicopter. Those requirements should be disregarded.

d. DA Form 2408-13-1 will be used to record all deficiencies and shortcomings discovered during the 10 hour/14 day inspections.

### 4. **Special Instructions.**



**Accidental actuation of helicopter power plant or hydraulic system, or firing of armament or jettison ballistics may cause severe injury or death. Before starting inspection, helicopter safety check must be performed (TM 1-1520-238-23) and all armament must be safetied, deactivated and cleared (TM 9-1090-208-23 and TM 9-1427-475-23).**

a. The 10 hour/14 day inspection will be performed every ten flight hours or fourteen days, whichever comes first. The ten flight hour inspection interval may be extended if necessary to complete the day's mission. This means the inspection need not interrupt the mission on the day the ten hour inspection becomes due. When the

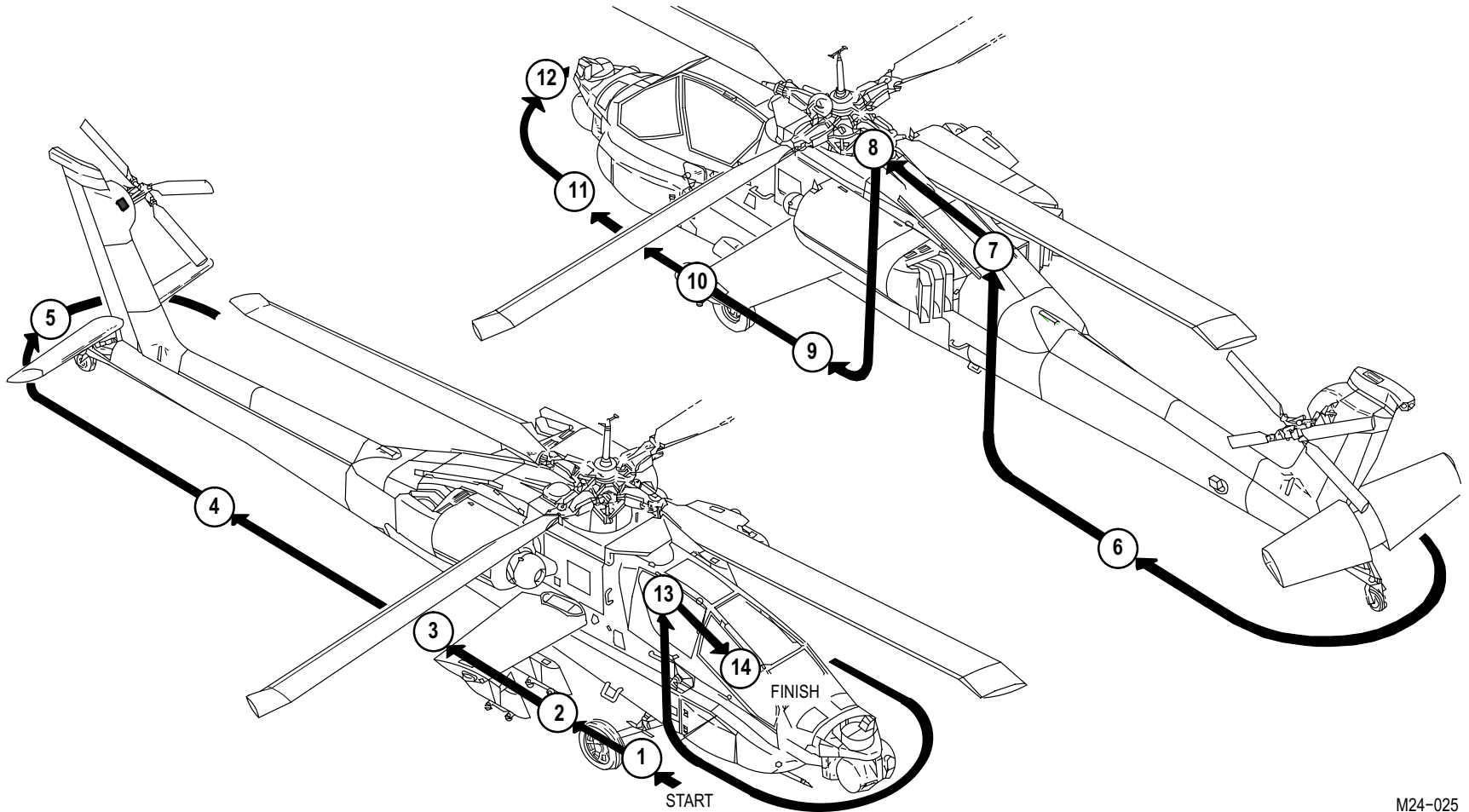
mission is completed, the 10 hour/14 day inspection must be completed before starting the next flight. In no case shall the aircraft intentionally be scheduled for a flight that will cause it to exceed the ten hour inspection due time by more than two hours without Commander's prior approval. After such extension, the 10 hour/14 day inspection must be completed before starting the next day's flight. The fourteen day interval is a full two weeks. That is, if a fourteen day inspection is done on a Tuesday, the next fourteen day inspection will not be due until Tuesday two weeks later. Helicopters that are down, Not Mission Capable due to Supply (NMCS), or Not Mission Capable due to Maintenance (NMCM), are deferred from the 10 hour/14 day inspection until the helicopter is returned to flyable status. When the NMCS and/or NMCM condition is cleared from the helicopter that has been deferred, a 10 hour/14 day inspection must be done before the first flight. It is the maintenance officer's responsibility to determine those inspections necessary during NMCS and/or NMCM to preserve the helicopter. Maintenance situations and climates vary too much to permit a definition of an adequate inspection of helicopters in NMCS and/or NMCM status.

b. Accessing procedures and detailed inspection criteria can be found in the applicable maintenance manuals. Use the alphabetical index in the applicable manuals. Unless otherwise directed, removed panels and opened doors will be reinstalled and closed upon completion of each area inspection.

c. The total manhour (M/H) requirement for a complete 10 hour/14 day inspection is 4.0 M/H.

**5. Recommending Improvements.** You can help improve this manual by calling attention to errors and by recommending improvements. Your letter or DA Form 2028, Recommended Changes to Publications, should be mailed directly to Commander, U.S. Army Aviation and Missile Command, ATTN: AMSAM-MMC-MA-NP, Redstone Arsenal, AL 35898-5230.

**6. Inspection Areas.** Inspection areas are shown in figure 1.



M24-025

Figure 1. Area Diagram

## 7. Initial Setup.

### Tools and Equipment:

Tool Kit, Aircraft Mechanic's  
Tire pressure gage  
Sample jar (2)

### Personnel Required:

67R Attack Helicopter Repairer  
One person to assist

### Materials/Parts:

|             |                 |
|-------------|-----------------|
| A-A-531     | Rags            |
| MIL-H-5606  | Hydraulic fluid |
| MIL-H-83282 | Hydraulic fluid |
| MIL-L-23699 | Lubricating oil |
| VVL-800A    | Lubricating oil |

### Helicopter Conditions:

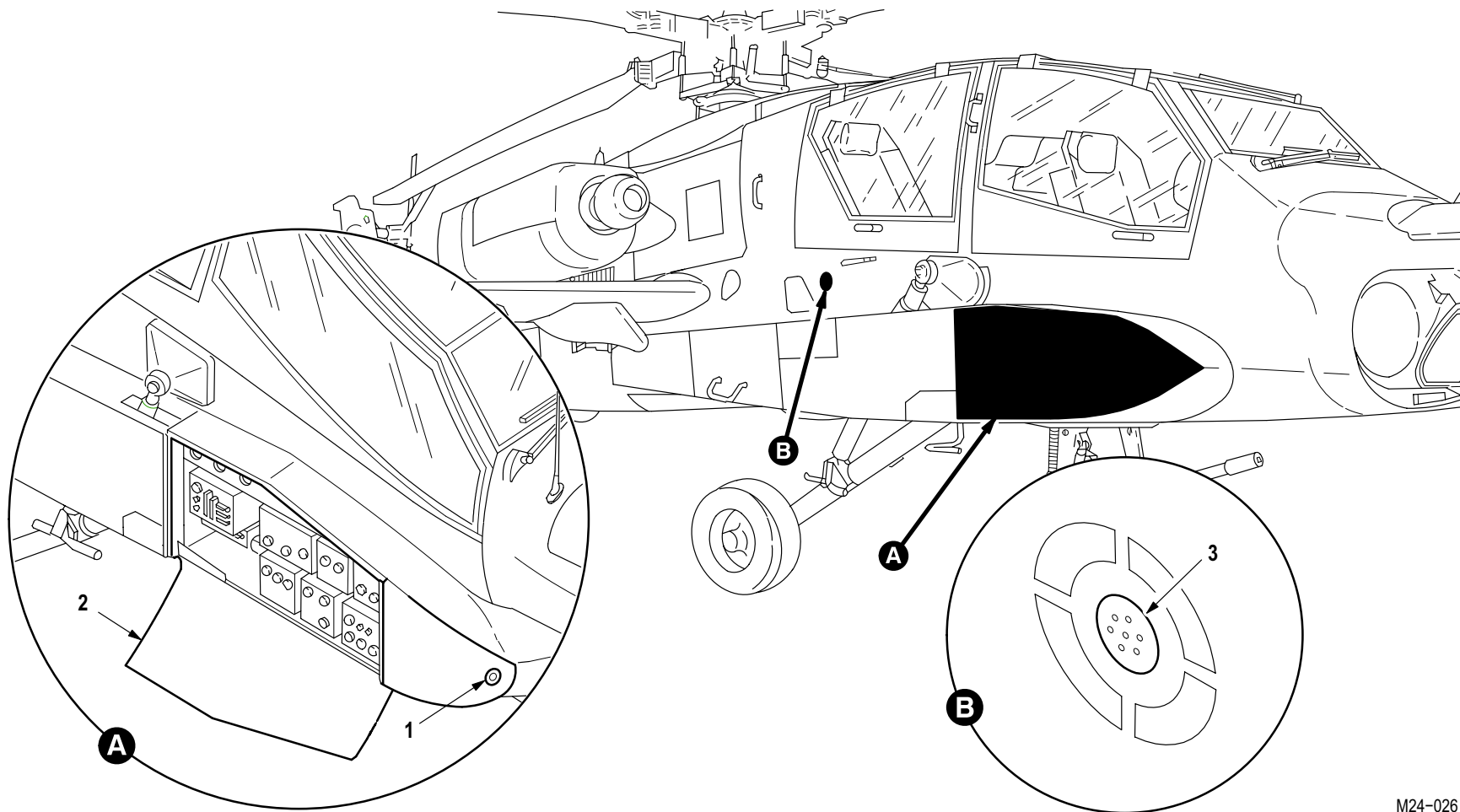
Helicopter safed  
Weapons systems safed and cleared  
Remove protective covers

|                   |                               |  |
|-------------------|-------------------------------|--|
| <b>AREA NO. 1</b> | Fuselage - Right Side Forward | All surfaces, components, and equipment in forward avionics bay. Includes landing gear and search light.   |
| <b>AREA NO. 2</b> | Fuselage - Right Side Center  | All surfaces, components, and equipment aft of crew station to engine nacelle. Includes transmission deck, right nose gearbox, engine installation components, wing and stores.                              |
| <b>AREA NO. 3</b> | Engine Nacelle - Right        | All surfaces, components, and equipment aft of APU exhaust duct. Includes lower nacelle, aft electronics compartment, and IR suppressor.   |
| <b>AREA NO. 4</b> | Fuselage - Right Side Aft     | All surfaces, components, and equipment aft of APU exhaust duct and forward of intermediate gearbox. Includes hydraulic ground service panel and aft horizontal tail rotor drive shaft.                      |
| <b>AREA NO. 5</b> | Tail Section                  | All surfaces, components, and equipment aft of tailboom area. Includes horizontal stabilator, tail landing gear, intermediate and tail rotor gearboxes, aft vertical tail rotor drive shaft, and tail rotor. |

|                    |                              |   |
|--------------------|------------------------------|---|
| <b>AREA NO. 6</b>  | Fuselage - Left Side Aft     | All surfaces, components, and equipment forward of intermediate gearbox and aft of ENCU exhaust duct.   |
| <b>AREA NO. 7</b>  | Catwalk                      | All surfaces, components, and equipment in catwalk area. Includes shaft-driven compressor, forward tail rotor drive shaft, fire extinguisher containers, environmental control unit (ENCU), and APU.                  |
| <b>AREA NO. 8</b>  | Main Rotor Mast              | All surfaces, components, and equipment in the mast area. Includes main rotor, air data sensor, and upper controls (mixer).   |
| <b>AREA NO. 9</b>  | Engine Nacelle - Left        | All surfaces, components, and equipment forward of ENCU exhaust duct and aft of left nose gearbox. Includes IR suppressor, aft avionics compartment, and lower nacelle.   |
| <b>AREA NO. 10</b> | Fuselage - Left Side Center  | All surfaces, components, and equipment forward of engine nacelle and aft of left forward avionics bay. Includes left transmission deck, wing and stores, nose gearbox, and engine installation components.           |
| <b>AREA NO. 11</b> | Fuselage - Left Side Forward | All surfaces, components, and equipment in forward avionics bay. Includes landing gear.   |
| <b>AREA NO. 12</b> | Nose Section                 | All surfaces, components, and equipment on or under the helicopter nose. Includes TADS/PNVS turret and area weapon.   |
| <b>AREA NO. 13</b> | Pilot Station                | All surfaces, components, and equipment in the pilot station. Includes windshields, landing gear brake control, canopy jettison system, lighting and indicator components, power and flight controls and instruments. |
| <b>AREA NO. 14</b> | CPG Station                  | All surfaces, components, and equipment in the CPG station. Includes windshields, landing gear brake control, canopy jettison system, lighting and indicator components, power and flight controls and instruments.   |



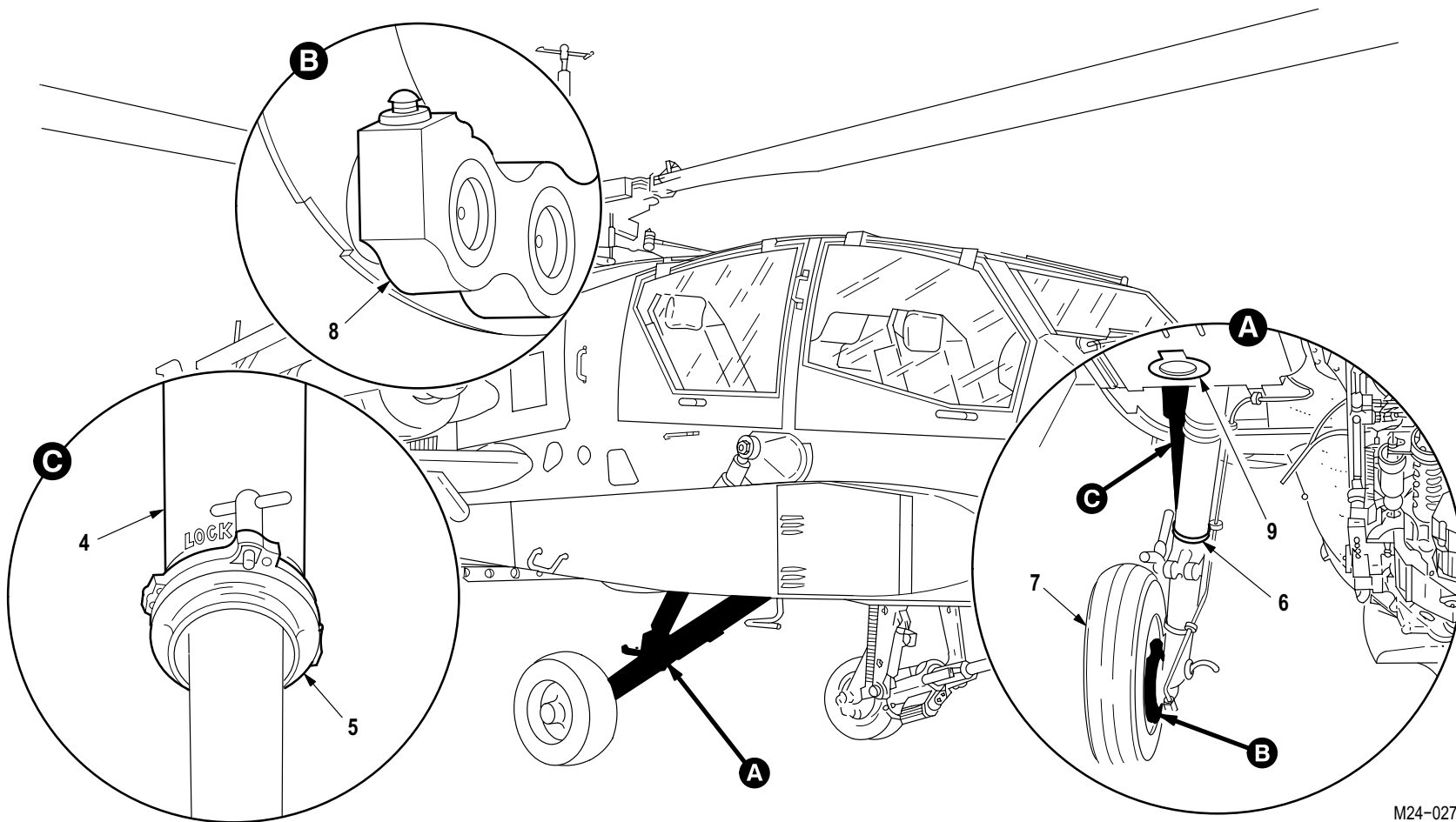




M24-026

Figure 2. Inspection Area No. 1 (Sheet 1 of 2)

| Seq. No.   | Location | Item and Procedure   |
|--|----------|--|
| <b>FUSELAGE – RIGHT SIDE FORWARD</b>   |          |  |
| <b>POWER OFF</b>   |          |  |
| 1.1  | —        | Inspect aircraft forms and records for recorded discrepancies (DA PAM 738-751) |
| 1.2  | —        | Exterior surfaces  |
| <ul style="list-style-type: none"> <li>Skin areas for cracks and distortion</li> <li>Loose or missing hardware</li> <li>Access panels, doors, and fairings for mounting security</li> <li>Exposed hydraulic lines for leakage and chafing</li> <li>Hydraulic connectors for security</li> </ul>  |          |  |
| 1.3  | 1        | Radar Warning Antenna  |
| <ul style="list-style-type: none"> <li>Physical damage and mounting security</li> </ul>  |          |  |
| 1.4  | 2        | Open Avionics Door R90   |
| <ul style="list-style-type: none"> <li>Interior panels for cracks and cleanliness</li> <li>Loose or missing hardware</li> <li>Interior components for physical damage and mounting security</li> <li>Electrical connectors for security</li> <li>Visible wiring for chafing or damaged insulation and connection security</li> <li>Ammo conveyor for damaged or cracked carriers and tracks</li> </ul> |          |  |
| 1.5  | 3        | <b>STATIC PORT</b>   |
| <b>OBSTRUCTIONS, CLEANLINESS, AND DAMAGE</b>   |          |  |



M24-027

Figure 2. Inspection Area No. 1 (Sheet 2)

| Seq. No. | Location | Item and Procedure   |
|----------|----------|--|
| 1.6      | 4        | <b>MAIN LANDING GEAR SHOCK STRUT</b><br><b>CRACKS, DISTORTION, AND CORROSION</b><br><b>STRUT TOP AND BOTTOM MOUNTS FOR SECURITY AND ALINEMENT</b><br><b>FLUID LEAKAGE ON STRUT EXTERIOR</b><br><b>STRUT EXTENSION FOR NORMAL HELICOPTER GROUND ATTITUDE</b><br>Clean exposed piston rod with lubricating oil (VVL800A) |
|          | 5        | <b>LOCKING SHEAR COLLAR IN LOCKED POSITION (RED STRIPE VISIBLE AND LOCK PIN INSTALLED)</b><br><b>COLLAR FOR CRACKS</b>   |
| 1.7      | 6        | <b>MAIN LANDING GEAR TRAILING ARM</b><br><b>ARM AND STEP FOR CRACKS, DISTORTION, AND SECURITY</b><br><b>LOOSE OR MISSING HARDWARE</b>  |
| 1.8      | 7        | <b>MAIN LANDING GEAR WHEEL</b><br><b>CRACKS AND DISTORTION</b><br><b>TIRE FOR BLISTERS, CUTS, WEAR, AND PROPER INFLATION</b><br><b>HUB FOR GREASE LEAKAGE</b><br><b>AXLE NUT FOR SECURITY</b><br><b>WHEEL NUTS FOR CRACKS</b>  |
| 1.9      | 9        | Search Light<br>Stowed-position<br>Lens for cracks and mounting security   |

**“FOD REMINDER”**

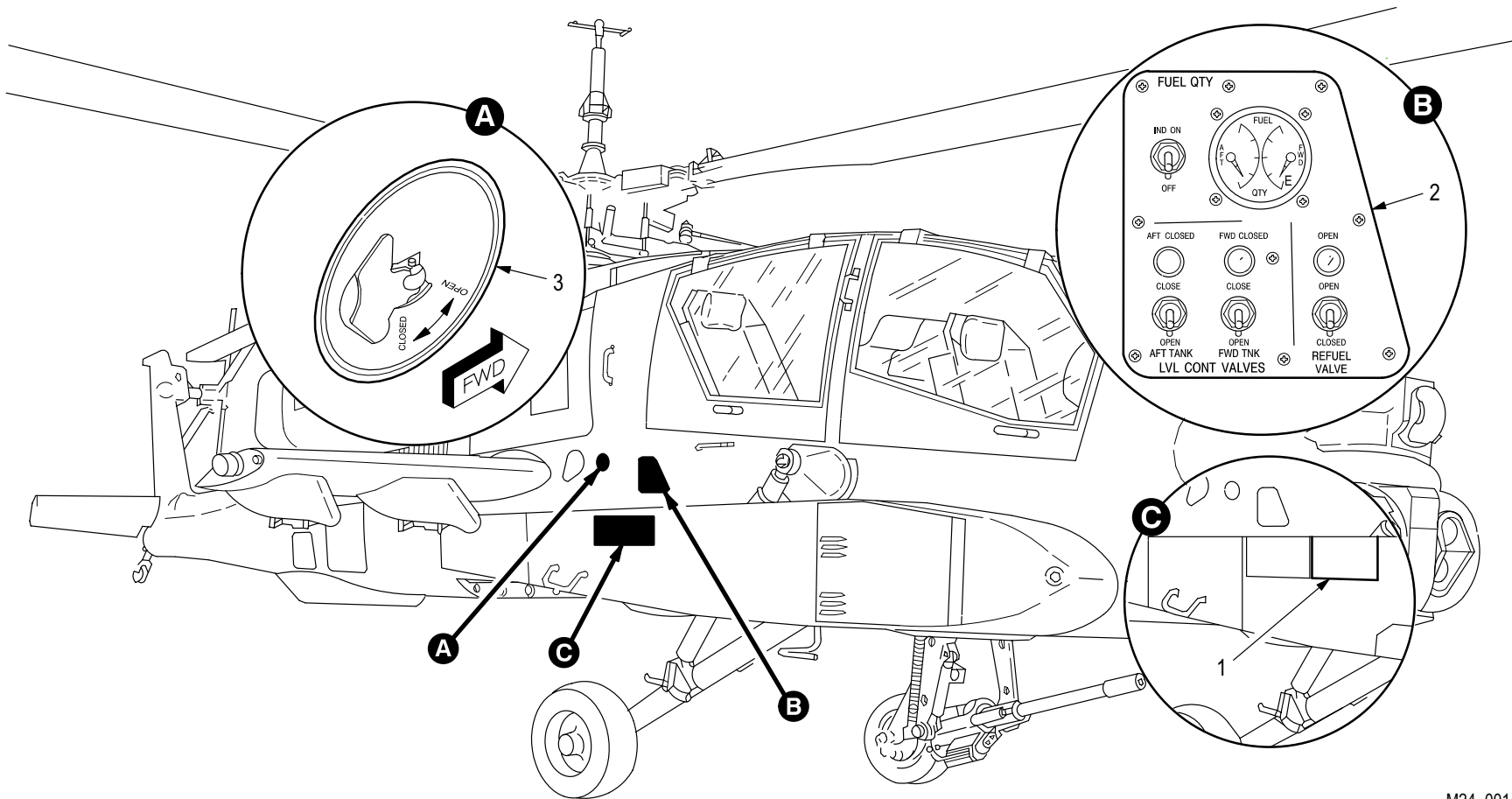
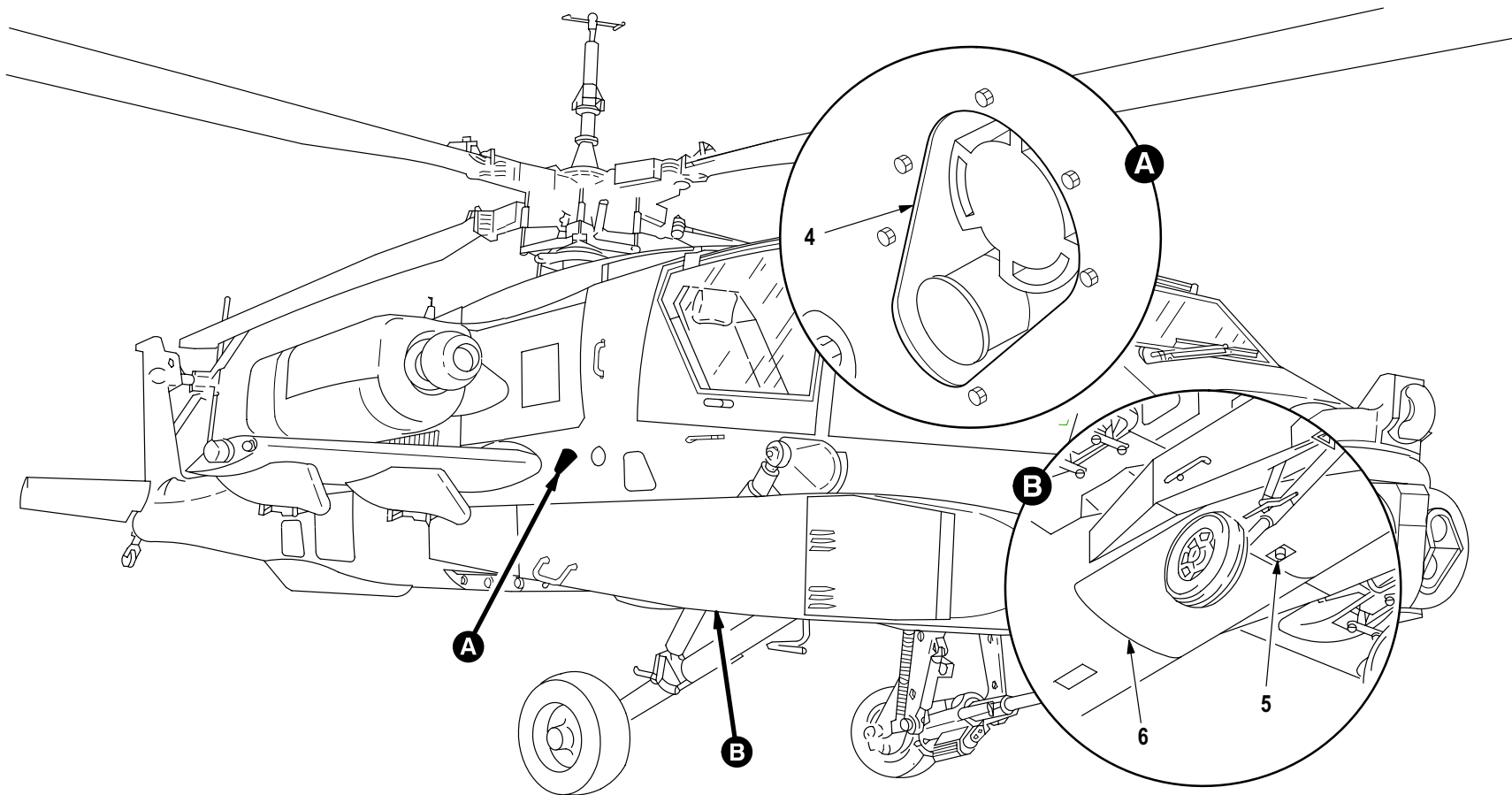


Figure 3. Inspection Area No. 2 (Sheet 1 of 6)

M24-001

| Seq. No.                            | Location | Item and Procedure   |
|-------------------------------------|----------|--|
| <b>FUSELAGE – RIGHT SIDE CENTER</b> |          |  |
| <b>POWER OFF</b>                    |          |  |
| 2.1                                 | —        | Exterior Surfaces<br>Skin areas for cracks and distortion<br>Loose or missing hardware<br>Access panels, doors, and fairings for mounting security   |
| 2.2                                 | 1        | Open Fire Extinguisher Fairing Door R155<br>Interior panels for cracks and cleanliness<br>Loose or missing hardware<br>Portable fire extinguisher for charge condition, seal, expiration date, and mounting security in designated location  |
| 2.3                                 | 2        | Open Refuel Controls Door R160<br>Interior panels for cracks and cleanliness<br>Loose or missing hardware<br>Interior components for physical damage and mounting security<br>Check switch positions; AFT TNK and FWD TNK switches OPEN, REFUEL VALVE switch CLOSED, FUEL QTY indicator switch OFF |
| 2.4                                 | 3        | <b>FORWARD GRAVITY FUEL FILL Cap R170</b><br><b>FUEL LEAKAGE, FULL CLOSURE OF FILL CAP (LATCH FLUSH – ARROW FORWARD)</b>   |



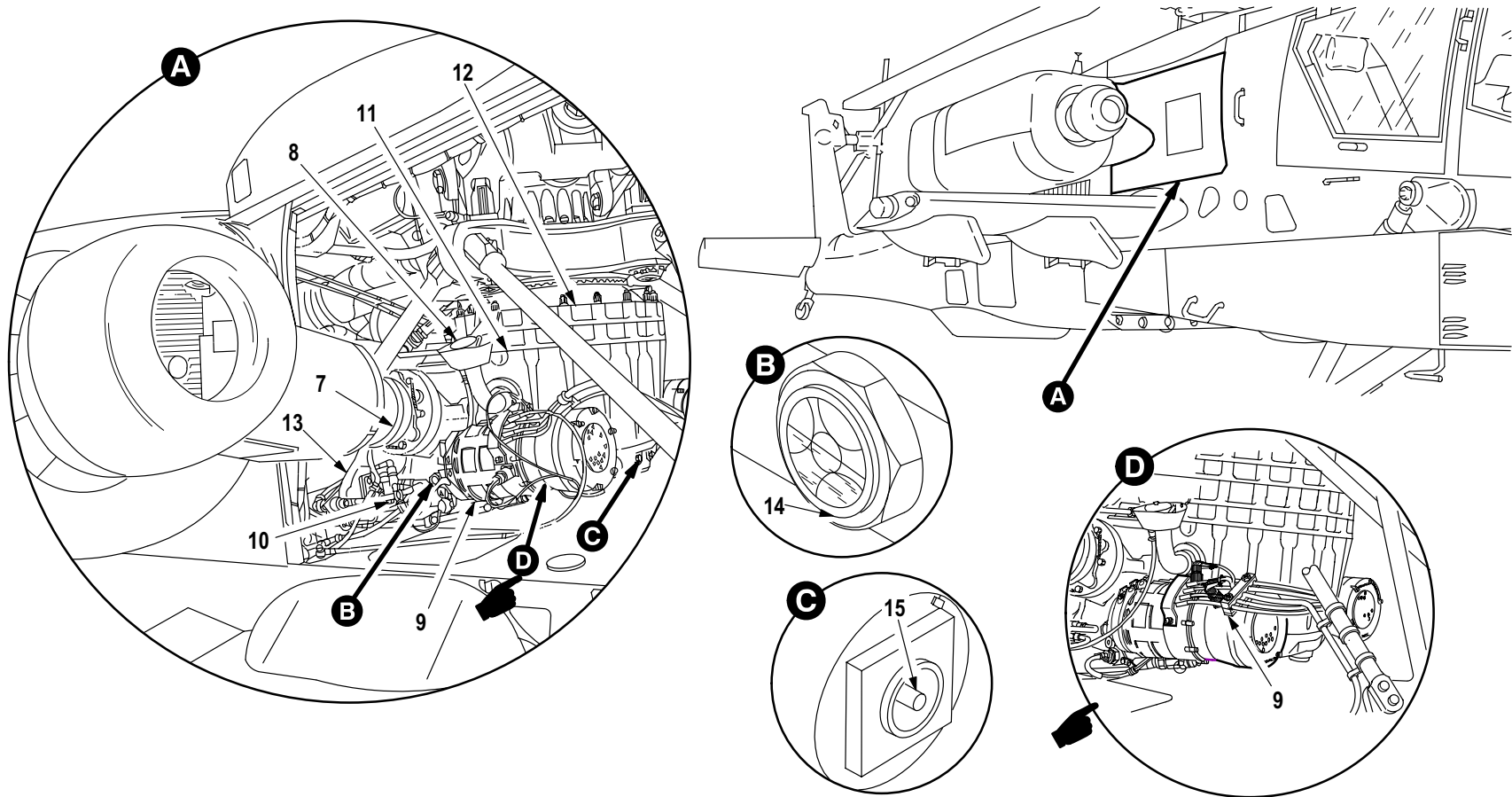
M24-005

Figure 3. Inspection Area No. 2 (Sheet 2)

| Seq. No. | Location | Item and Procedure   |
|----------|----------|--|
| 2.5      | 4        | Open <b>PRESSURE FUEL FILL</b> Door R180<br>Cracks and cleanliness<br>Loose or missing hardware<br><b>FUEL LEAKAGE, FULL CLOSURE OF SPA (TOP), AND CCA (BOTTOM) FILL CAPS</b>  |
| 2.6      | 5        | <b>FORWARD FUEL DRAIN</b><br><b>EXTERNAL DRAIN FITTING FOR OBSTRUCTION</b><br><b>FWD FUEL VENT TUBE AND LIGHTNING ARRESTOR FOR CHAFING AND OBSTRUCTIONS</b><br><b>FUEL LEAKAGE</b><br><b>TAKE FUEL SAMPLE AND CHECK FOR WATER AND CONTAMINATION – USE SAMPLE JAR</b> |
| 2.7      | 6        | Ammo Bay Door<br>Latches for security  |

**“FOD REMINDER”**

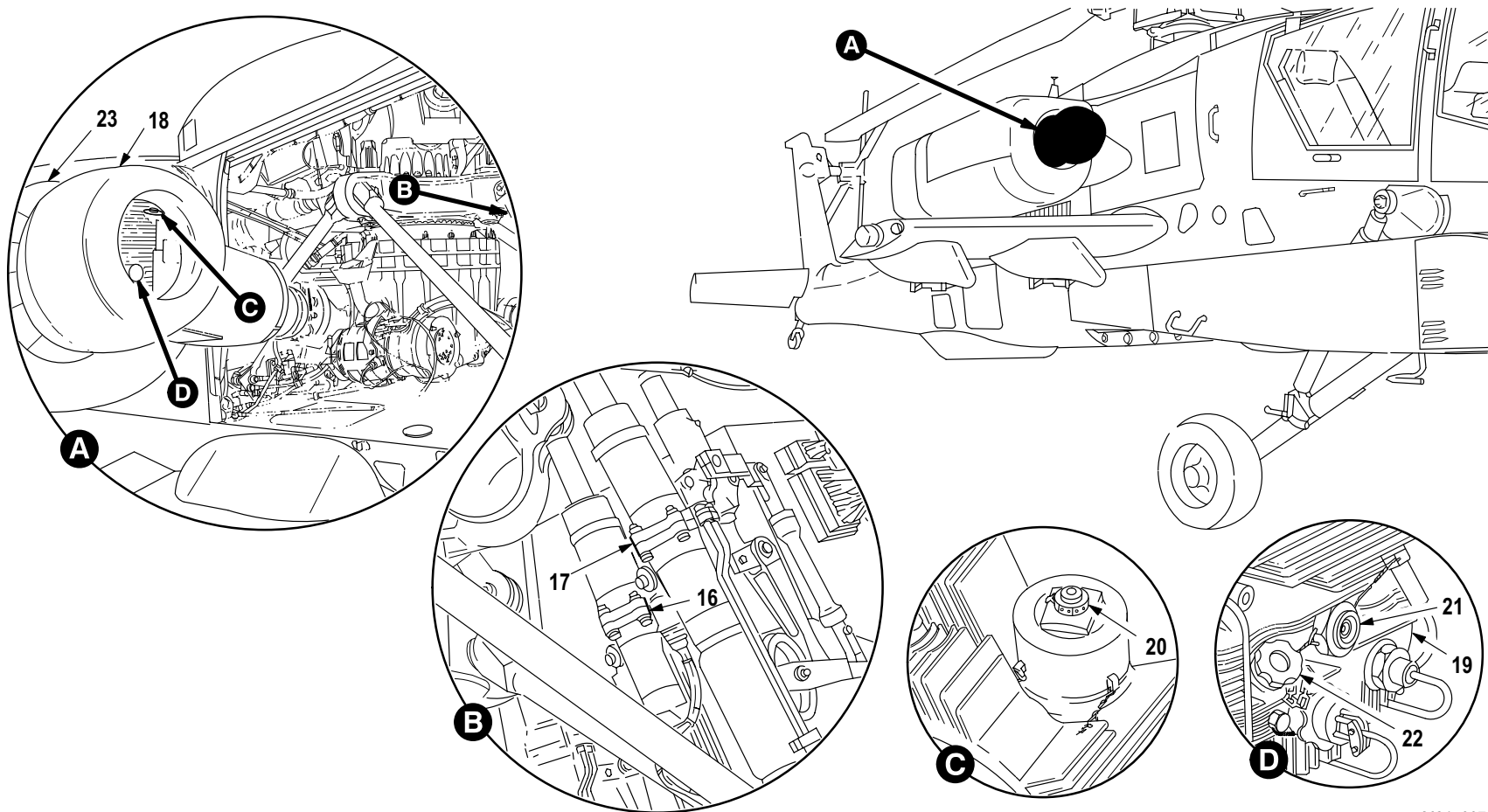




M24-006A

Figure 3. Inspection Area No. 2 (Sheet 3)

| Seq. No. | Location | Item and Procedure  |
|----------|----------|---|
| 2.8      | —        | <p><b>MAIN TRANSMISSION DECK</b> (access panel R200 removed)</p> <p>Interior panels and structure for cracks, distortion, and cleanliness</p> <p>Loose or missing hardware</p> <p>Interior components for physical damage and mounting security</p> |
|          | 7        | <p><b>VISUALLY INSPECT WITH MIRROR NO. 2 NOSE GEARBOX DRIVE SHAFT AND COUPLINGS FOR NICKS, DENTS, SCRATCHES, AND SECURITY</b></p>   |
|          | 8        | <p>Transmission lube oil filler cap and tube for leakage and security</p>   |
|          | 9        | <p>Generator for mounting security, power feeder for missing chafe protection, chafing, damaged insulation, proper routing, clamp, and connection security</p>  |
|          |          | <p>Generator aft electrical lead clamp block for security and routing of leads</p>  |
|          | 10       | <p>Hydraulic pump for leakage and mounting security</p>   |
|          | 11       | <p>Transmission housing for lube oil leakage and all hoses for condition (TM 1-1500-204-23)</p>   |
|          | 12       | <p>Transmission cover, flange bolt hole bosses, and flange web areas for evidence of cracks or oil leakage</p>  |
|          | 13       | <p>Accessory gearbox cover for lube oil leakage</p>   |
|          | 14       | <p><b>TRANSMISSION LUBE OIL LEVEL SIGHT GAGE FOR PROPER LEVEL INDICATION.</b></p> <p>Fluid level indications on transmission right and left (sequence 10.6, location 18) sight gages must be averaged to derive proper oil level indication</p>     |
|          | 15       | <p>Transmission lube oil filter bypass indicator for popped button (dirty filter)</p>   |



M24-007

Figure 3. Inspection Area No. 2 (Sheet 4)

| Seq.<br>No.rcx | Location | Item and Procedure  |
|----------------|----------|---|
| 2.9            | 16       | <b>LONGITUDINAL FLIGHT CONTROL SERVOACTUATOR</b><br><b>CRACKS, DISTORTION, CORROSION, MOUNTING SECURITY, AND LOOSE OR MISSING PARTS</b><br><b>FLUID LEAKAGE ON SERVOACTUATOR EXTERIOR</b><br>Clean exposed piston rod with hydraulic fluid (MIL-H-83282)  |
|                | 17       | <b>COLLECTIVE FLIGHT CONTROL SERVOACTUATOR</b><br><b>CRACKS, DISTORTION, CORROSION, MOUNTING SECURITY, AND LOOSE OR MISSING PARTS</b><br><b>FLUID LEAKAGE ON SERVOACTUATOR EXTERIOR</b><br>Clean exposed piston rod with hydraulic fluid (MIL-H-83282)<br>Visible wiring for chafing or damaged insulation and connection security<br>Hydraulic and lube oil lines for leakage, chafing, and connector security<br>Visible flex cables for kinking, proper routing, and clamping security |
|                | —        | <b>NOSE GEARBOX</b>   |
|                | 18       | Fairing for cracks, cleanliness, and for loose or missing hardware<br><b>(CHECK FOR POSSIBLE ENGINE FOD)</b>  |
|                | 19       | Gearbox housing for lube oil leakage  |
|                | 20       | Lube oil filter bypass indicator for popped button (dirty filter)   |
|                | 21       | <b>LUBE OIL LEVEL SIGHT GAGE FOR PROPER LEVEL INDICATION</b><br>Visible wiring for chafing or damaged insulation and connection security  |
|                | 22       | Oil filler cap for leakage and full closure   |
|                | 23       | <b>ENGINE AIR INLET</b><br><b>OBSTRUCTIONS AND CLEANLINESS</b>  |
|                | 2.10     |   |

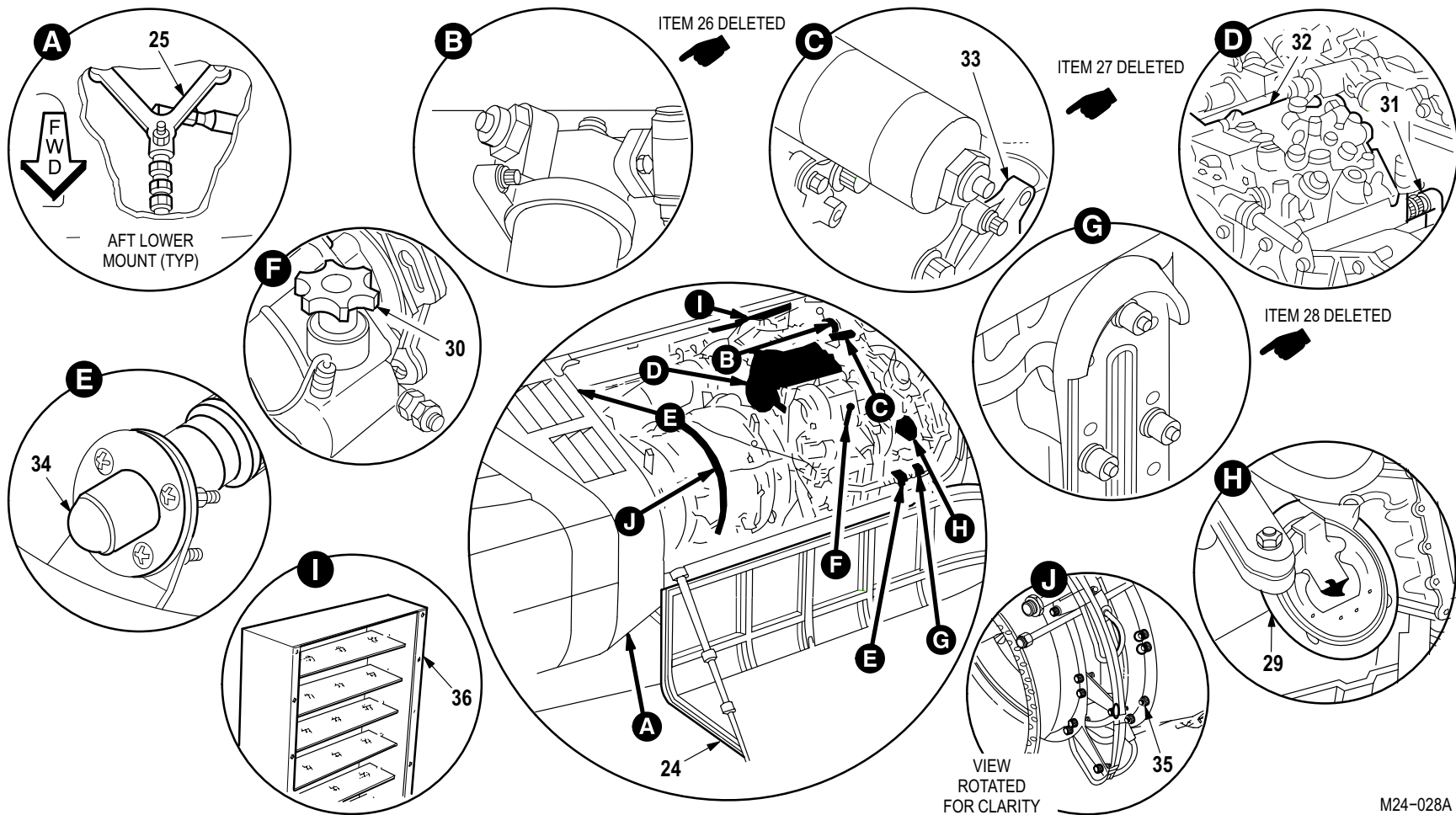


Figure 3. Inspection Area No. 2 (Sheet 5)

| Seq. No. | Location  | Item and Procedure  |
|----------|---|---|
| 2.11     | —   | <b>ENGINE NACELLE – RIGHT</b>   |
|          | 24  | <b>POWER OFF</b>  |
|          |   | <b>ENGINE</b> (work platform door RN1 opened)   |
|          |   | Interior panels and structure for cracks, distortion, and cleanliness   |
|          |   | Loose or missing hardware   |
|          |   | Engine components for physical damage and mounting security   |
|          |   | Power turbine, combustion chamber, compressor housing, exhaust nozzles, and IR suppressors for cracks, dents, and burned or buckled areas |
|          |   | <b>FUEL AND LUBE OIL LINES FOR LEAKAGE AND CHAFING</b>  |
|          | 25  | Visible flex cables for kinking, proper routing, and clamping security  |
|          | 26  | <b>ENGINE MOUNTS, PINS, AND BUSHINGS FOR CRACKS AND SECURITY</b>  |
|          | 27  | Deleted   |
|          | 28  | Deleted   |
|          | 29  | Deleted   |
| 30       | Engine lube oil filler cap for leakage and full closure   |   |
| 31       | Starter lube oil filler for proper oil level (to lip of filler neck) and for leakage and full cap closure |   |
| 32       | Overspeed and drain valve for leakage and connection security   |   |
| 33       | Hydromechanical control unit (HMU) for leakage and connection security                                    |   |
| 34       | Boost pump for leakage and connection security  |   |
|          | <b>FIRE DETECTION SENSORS FOR DAMAGED LENS AND MOUNTING SECURITY</b>                                      |   |
|          | Clean lenses with tissue  |   |
|          | Visible wiring for chafing or damaged insulation and connection security                                  |   |
| 35       | Engine turbine case for loose or broken third stage nozzle bolts  |   |
|          | Perform engine THIR inspection (TM 55-2840-248-23)  |   |
| 36       | Engine cooling louvers for missing, flaked, or chipped paint  |   |

**“FOD REMINDER”**

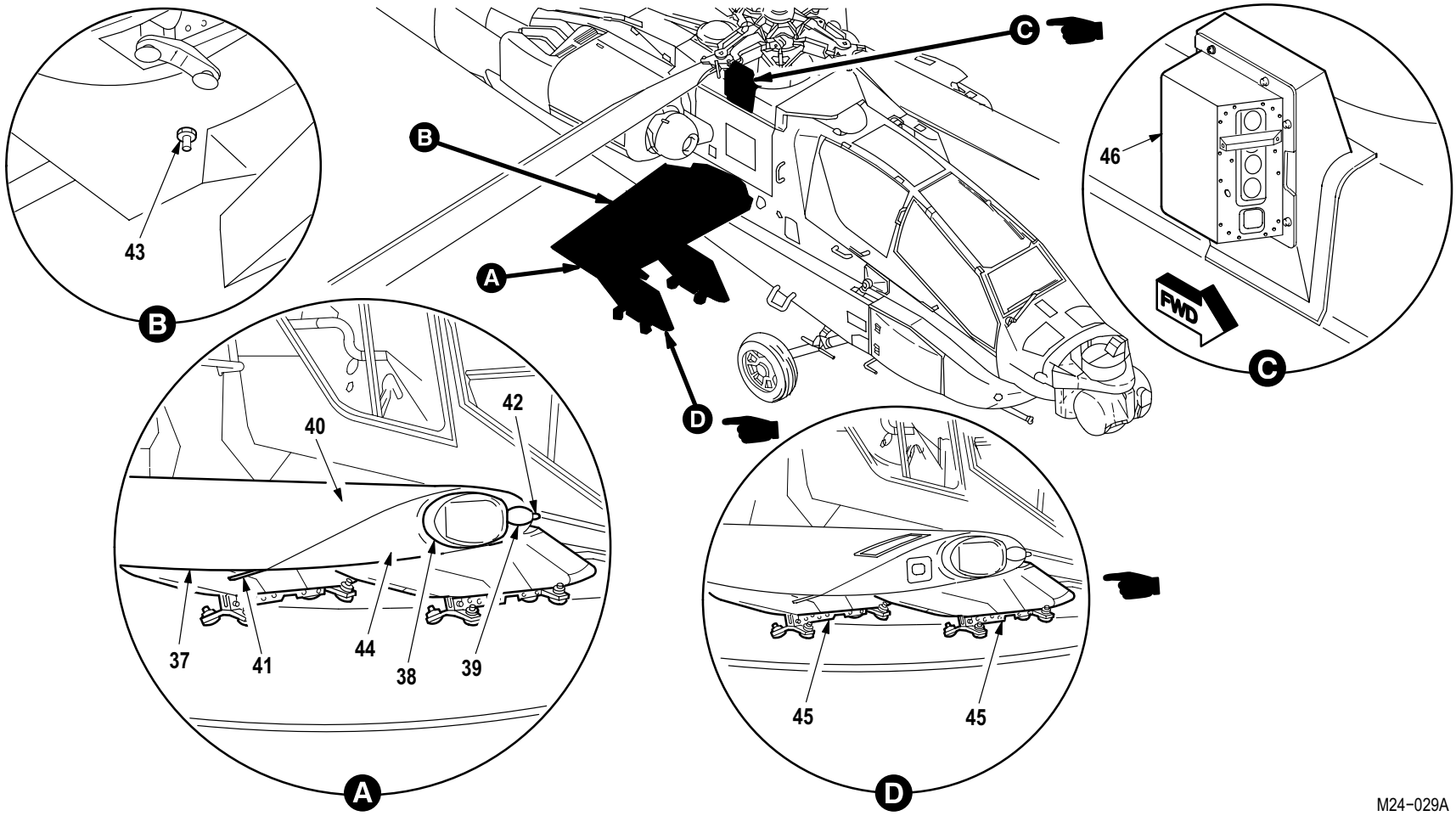


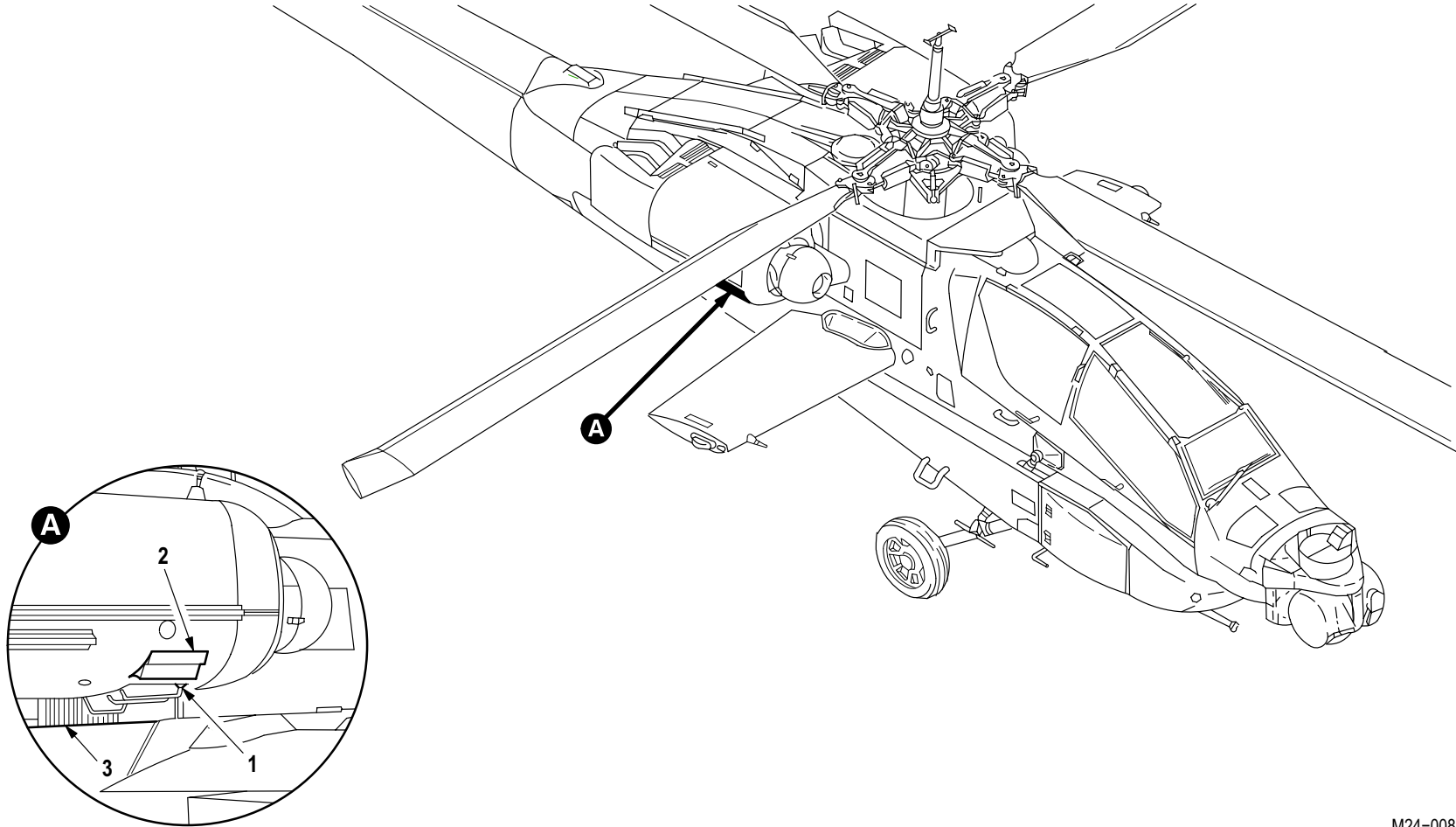
Figure 3. Inspection Area No. 2 (Sheet 6)

M24-029A

| Seq. No. | Location | Item and Procedure   |
|----------|----------|--|
| 2.12     | 37       | <b>WING</b><br><b>CRACKS, DISTORTION, CORROSION, AND MOUNTING SECURITY</b><br><b>LOOSE OR MISSING HARDWARE</b>   |
|          | 38       | <b>ANTICOLLISION LIGHT LENS FOR CRACKS AND MOUNTING SECURITY</b>   |
|          | 39       | <b>NAVIGATION LIGHT LENS FOR CRACKS AND MOUNTING SECURITY</b>  |
|          | 40       | <b>FORMATION LIGHT LENS FOR CRACKS AND MOUNTING SECURITY</b>   |
|          | 41       | <b>STATIC DISCHARGERS FOR EXPOSED WICK</b>   |
|          | 42       | <b>PITOT TUBE FOR OBSTRUCTIONS, CLEANLINESS, AND DAMAGE</b>  |
|          | 43       | <b>PITOT DRAIN EXTERNAL FITTING FOR OBSTRUCTION AND DAMAGE</b><br><b>DRAIN AND CHECK FOR MOISTURE</b>  |
|          | 44       | Intercommunication connector cap installed   |
| 2.13     | 45       | <b>PYLONS (EXTERNAL STORES)</b><br><br><p style="text-align: center;"><b>NOTE</b></p> <p style="text-align: center;">Use 10-power magnifying lens to check yoke and rack in pivot pin area.</p> <b>CRACKS, DISTORTION, AND MOUNTING SECURITY</b><br>Visible wiring for chafing or damaged insulation and connection security<br>Hydraulic lines for leakage, chafing, and security<br><b>SAFETY PINS AND STREAMERS INSTALLED</b><br><b>IF STORES NOT MOUNTED, CHECK UMBILICAL STOWAGE INSIDE PYLON LEADING EDGE FAIRING</b><br><p style="text-align: center;"><b>CAUTION</b></p> <p style="text-align: center;">When handling sensor unit, do not press on sensor window. The glass is fragile and may be scratched, cracked, or broken.</p> |
| 2.14     | 46       | Laser Detecting Sensor (forward) – Right Side<br>Physical damage and mounting security<br>Clean oil, dust, or other deposits from sensor window (TM 11-5841-304-12)  |

**“FOD REMINDER”**

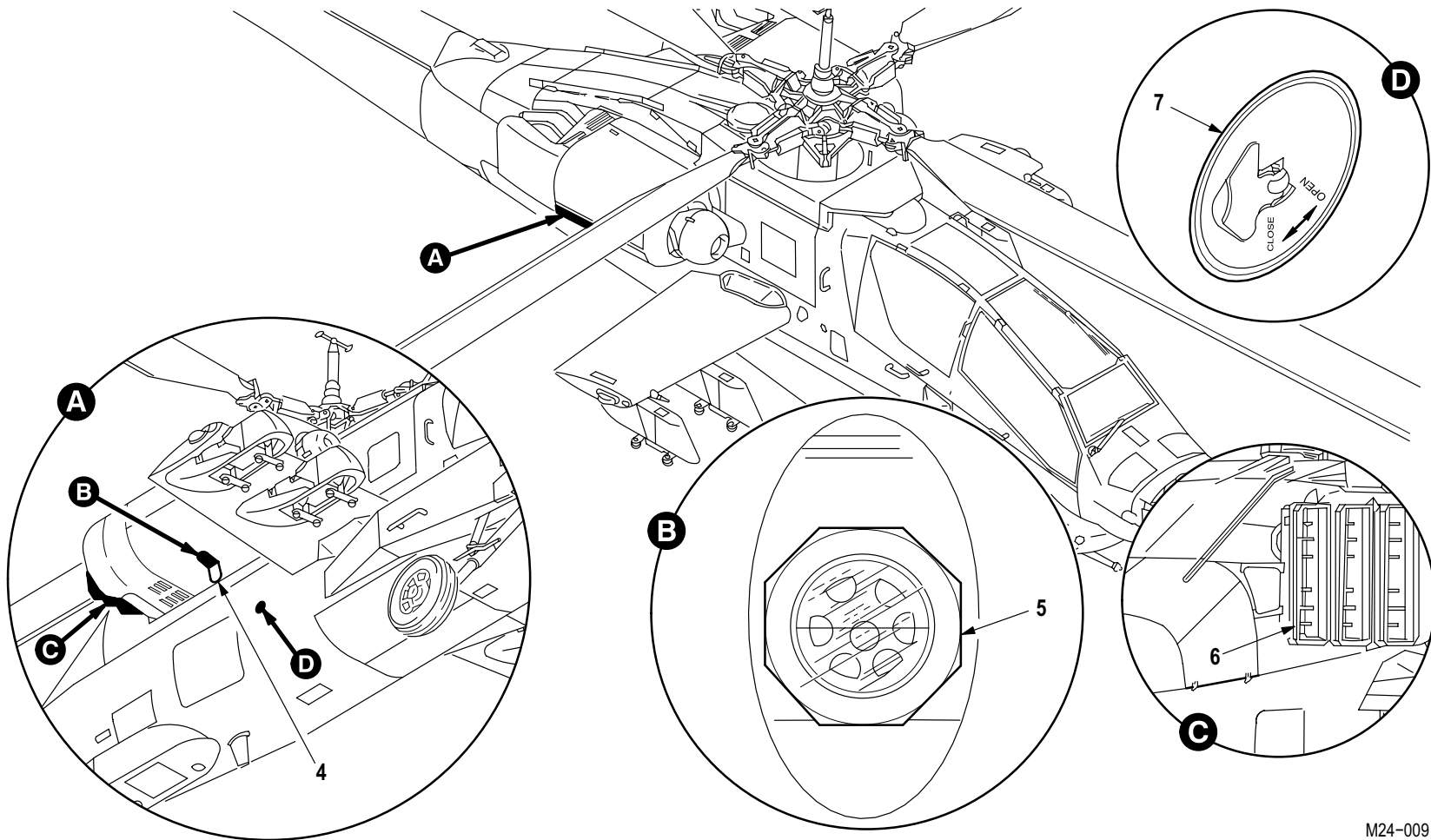




M24-008

Figure 4. Inspection Area No. 3 (Sheet 1 of 3)

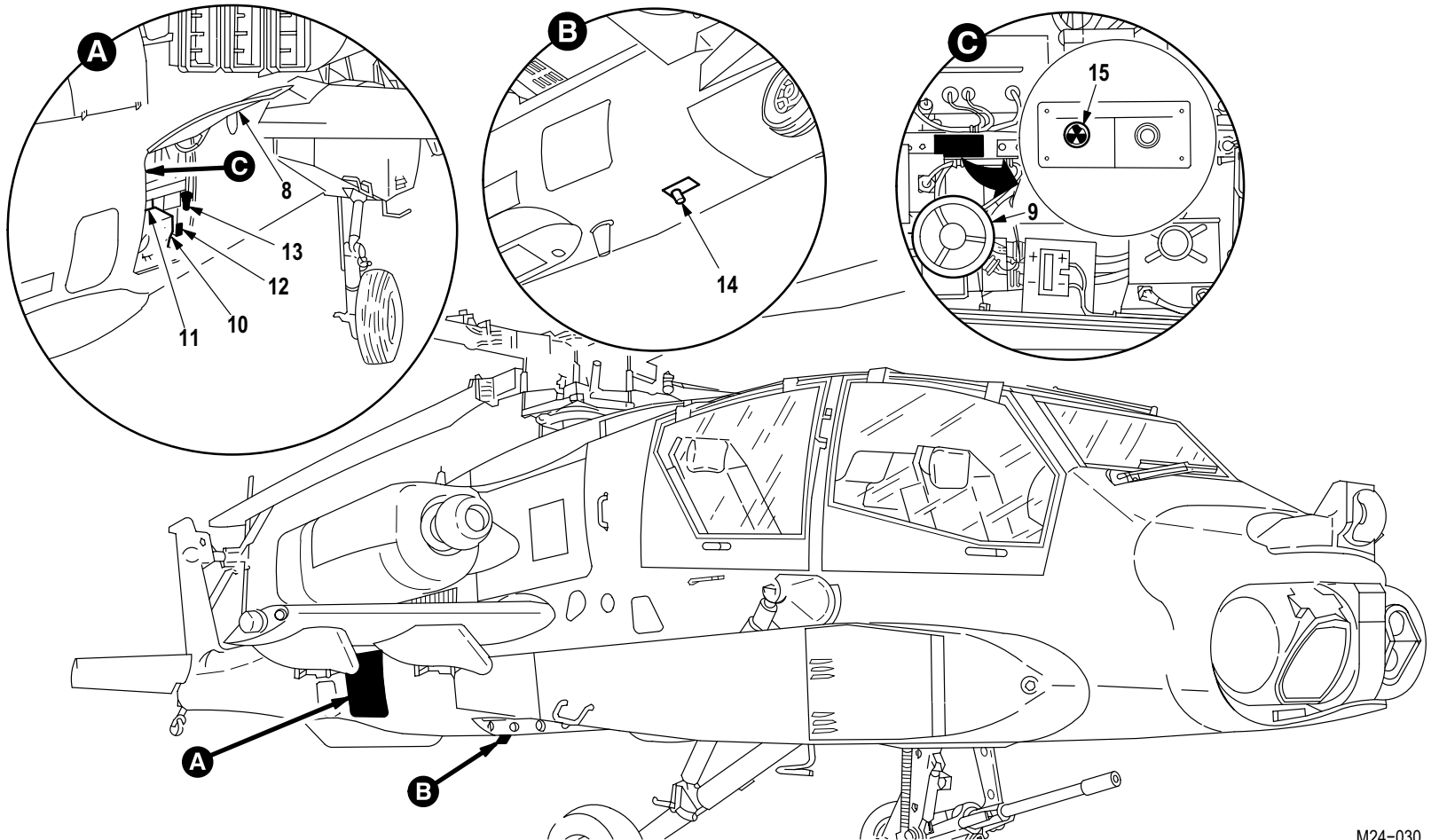
| Seq. No.                                    | Location | Item and Procedure  |
|---|----------|---|
| <b>ENGINE NACELLE – RIGHT<br/>POWER OFF</b> |          |   |
| 3.1   | —        | Exterior Surfaces<br>Skin areas for cracks and distortion<br>Loose or missing hardware<br>Access panels, doors, and fairings for mounting security  |
| 3.2   | 1        | Engine Access and Vent Door RN4<br>Interior for cracks and cleanliness<br>Loose or missing hardware<br>Fire doors can be opened<br>Cooling doors are open<br>Cooling door actuator for damaged lines and security<br>Engine mount studs for cracks (secondary mounts free)<br>Drain lines for obstructions and security<br>Electronic Control Unit (ECU) connections for cleanliness and security |
| 3.3   | 2        | Engine Door RN3<br>Interior for cracks and cleanliness<br>Loose or missing hardware   |
| 3.4   | 3        | Heat Exchanger Louvers<br>Obstructions and cleanliness  |



M24-009

Figure 4. Inspection Area No. 3 (Sheet 2)

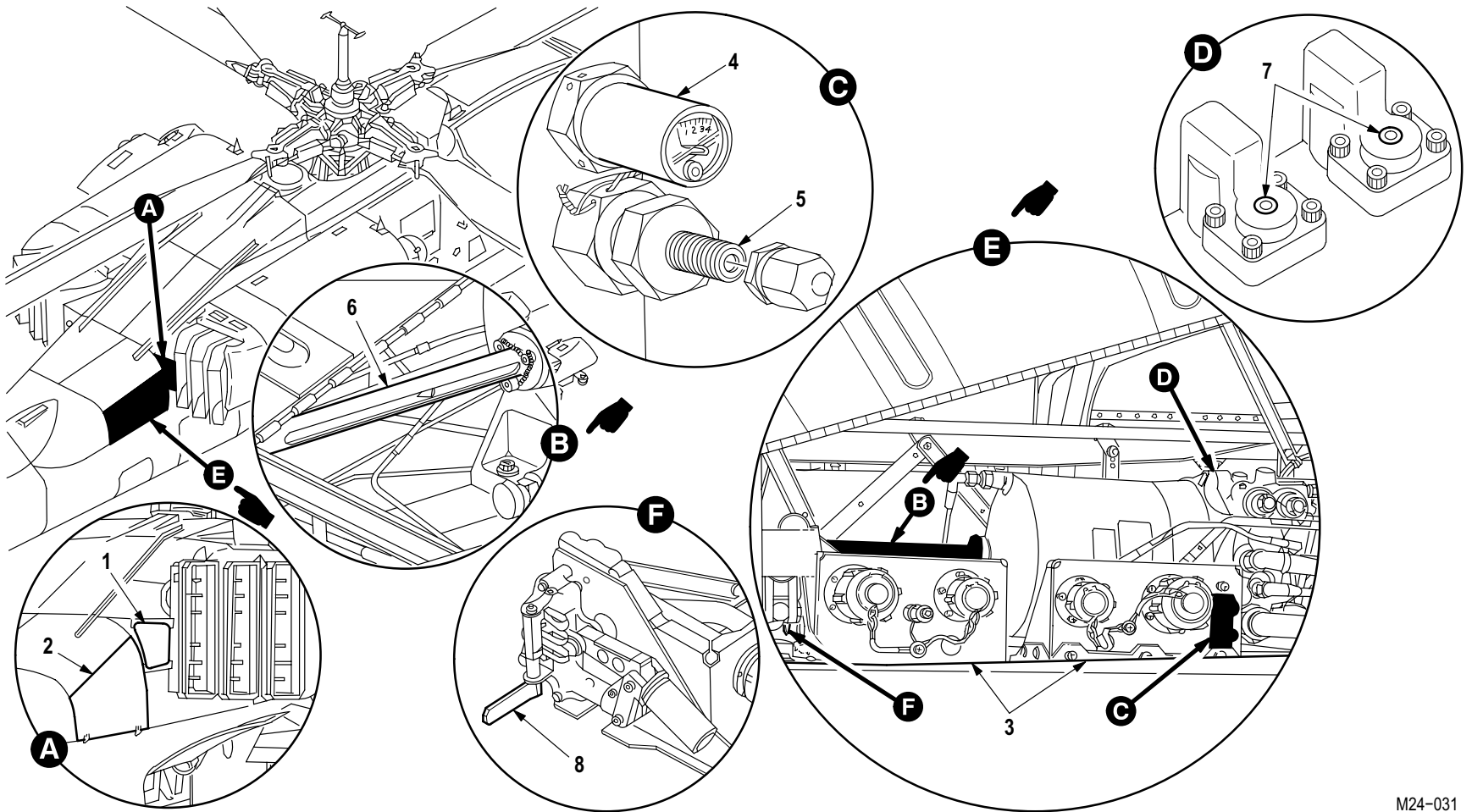
| Seq. No. | Location | Item and Procedure  |
|----------|----------|---|
| 3.5      | 4        | Open Engine Door RN5<br>Interior for cracks and cleanliness<br>Loose or missing hardware  |
|          | 5        | APU oil level sight gage for proper level indication<br><br><b>NOTE</b><br><br>Sight gage is inboard and upward of door RN5. Flashlight may be required.  |
| 3.6      | 6        | IR Suppressor and Exhaust Nozzles<br>Cracks, distortion, and corrosion<br>Loose or missing hardware<br>Obstructions and cleanliness<br>Check secondary exhaust nozzle gasket for deformation or not fully seated against secondary nozzle frame |
| 3.7      | 7        | <b>AFT GRAVITY FUEL FILL Cap R265</b><br><b>FUEL LEAKAGE, FULL CLOSURE OF FILL CAP (LATCH FLUSH – ARROW FORWARD)</b>  |



M24-030

Figure 4. Inspection Area No. 3 (Sheet 3)

| Seq. No. | Location  | Item and Procedure  |
|----------|---|---|
| 3.8      | 8   | Open Electronic Equipment Access Door R295  |
|          |   | Interior panels for cracks and cleanliness  |
|          |   | Loose or missing hardware   |
|          |   | Interior components for physical damage and mounting security                                     |
|          |   | Electrical connectors for security  |
|          |   | Visible wiring for chafing or damaged insulation and connection security                          |
|          | 9   | Cooling fan obstructed  |
|          | 10  | Battery for physical damage, leakage, cleanliness, vent obstructions, and security                |
|          |   | Battery quick disconnect for evidence of corrosion or pitting and excessive free-play             |
|          |   | Battery connector helixes for firm fit (TM 1-1520-238-23-5, page 9-9, paragraph 9.1.3 Inspection) |
|          |   | Evidence of arcing or burn marks  |
|          | 11  | Battery charger for physical damage and security  |
|          | 12  | Battery relay terminals for evidence of corrosion, security, and loose hardware.                  |
| 13       | <b>STATIC DRAIN EXTERNAL FITTING FOR OBSTRUCTION AND DAMAGE</b> |   |
|          | Drain and check for moisture                                    |   |
| 3.9      | 14  | <b>AFT FUEL DRAIN</b>   |
|          |   | <b>EXTERNAL HOSE FOR OBSTRUCTIONS</b>   |
|          |   | <b>FUEL LEAKAGE</b>   |
|          |   | <b>TAKE FUEL SAMPLE AND CHECK FOR WATER AND CONTAMINATION – USE SAMPLE JAR</b>                    |
| 3.10     | 15  | <b>NITROGEN INERT MONITOR</b> (POWER ON check – perform at end of POWER OFF check)                |



M24-031

Figure 5. Inspection Area No. 4 (Sheet 1 of 3)

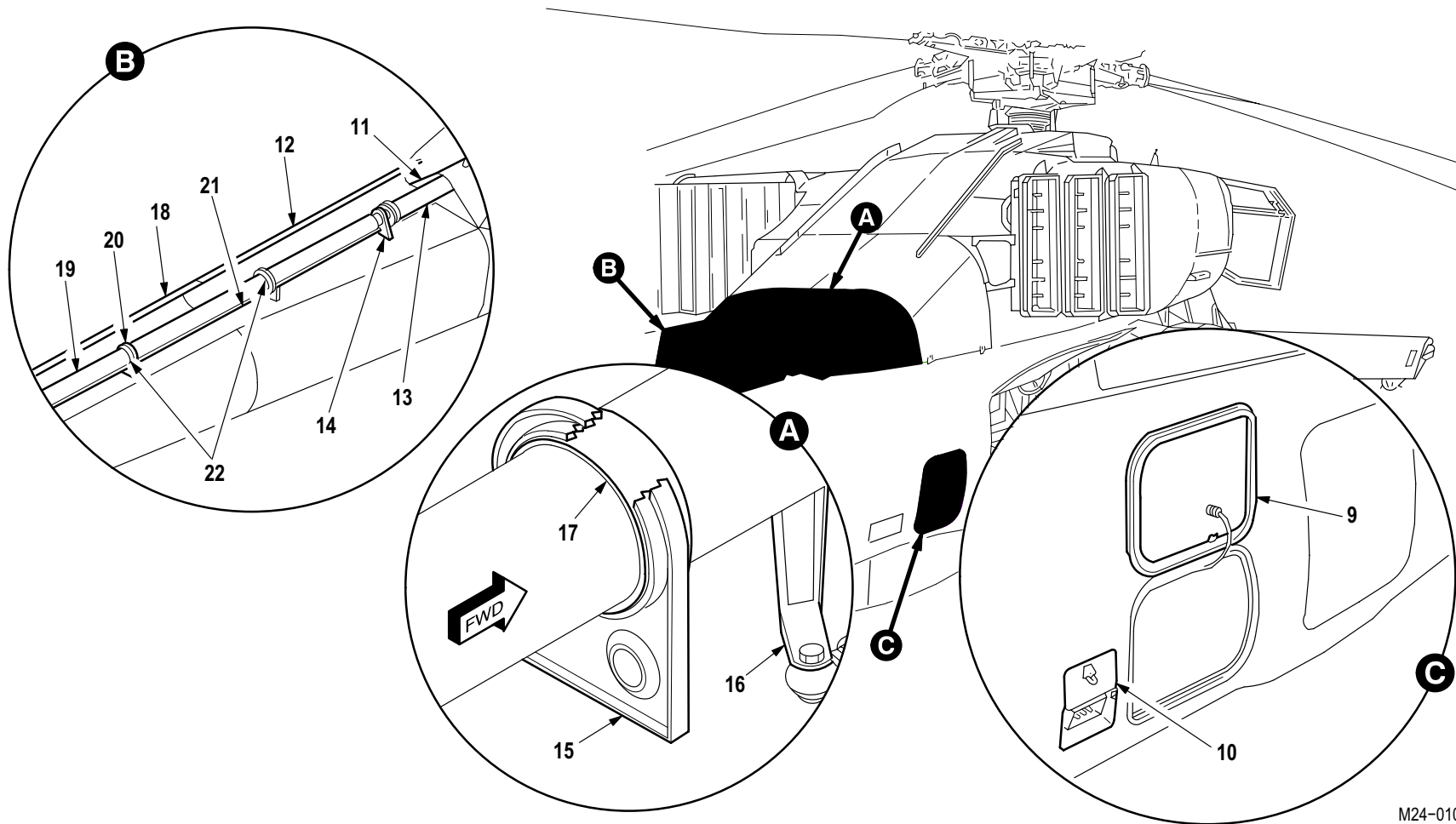
| Seq. No.                         | Location | Item and Procedure   |
|----------------------------------|----------|--|
| <b>FUSELAGE – RIGHT SIDE AFT</b> |          |  |
| <b>POWER OFF</b>                 |          |  |
| 4.1                              | —        | Exterior Surfaces<br>Skin areas for cracks and distortion<br>Loose or missing hardware<br>Access panels, doors, and fairings for mounting security   |
| 4.2                              | 1        | APU Exhaust Duct<br>Cracks, distortion, and corrosion<br>Loose or missing hardware<br>Obstructions and cleanliness   |
| 4.3                              | 2        | Open Hydraulics Access Door R325<br>Interior panels for cracks and cleanliness<br>Loose or missing hardware<br>Interior components for physical damage, leakage, and mounting security<br>Visible hydraulic lines for leakage and chafing<br>Hydraulic connectors for security |
|                                  | 3        | PRIMARY and UTILITY ground service panels for installed receptacle caps  |



| Seq. No. | Location | Item and Procedure  |
|----------|----------|---|
|          |          | <p style="text-align: center;"><b>CAUTION</b></p> <p style="text-align: center;">Failure to verify the proper nitrogen pressure and proper fluid level may cause severe damage to the APU PTO clutch (locations 4 and 6). Bleed utility hydraulic pressure prior to verifying nitrogen pressure.</p> <p><b>4 UTILITY ACCUMULATOR PRESSURE GAGE FOR PROPER PRESSURE INDICATION</b></p> <p>5 Charging port for installed pressure cap</p> <p><b>6 UTILITY HYDRAULIC MANIFOLD SIGHT GAGE FOR PROPER FLUID LEVEL INDICATION</b></p> <p>7 Utility hydraulic filter bypass indicators for popped buttons (dirty filters)</p> <p>8 Hydraulic hand pump for selector lever set in AFT AND FILL UTIL ACC position</p> <p>Pump handle for stowage</p> |

**“FOD REMINDER”**





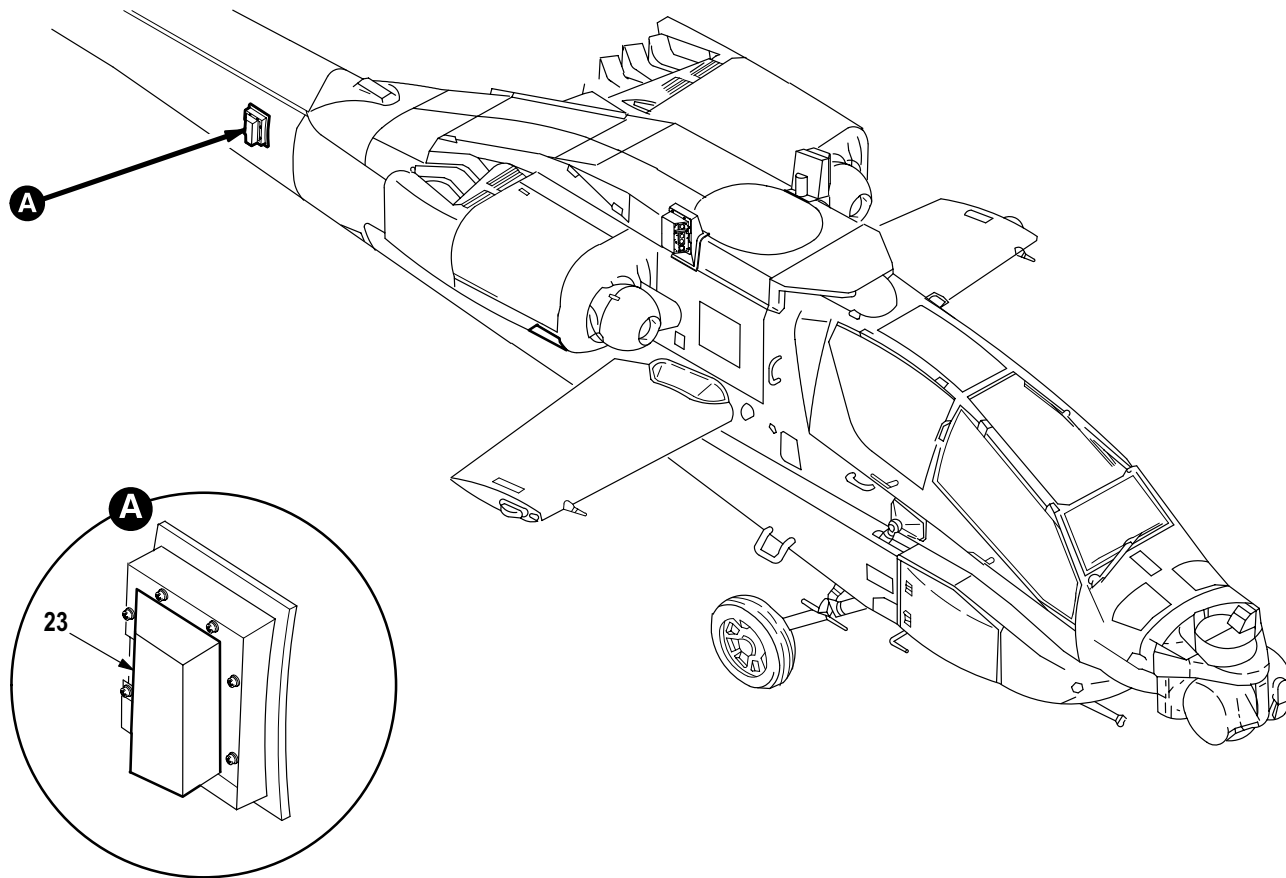
M24-010

Figure 5. Inspection Area No. 4 (Sheet 2 of 3)

| Seq. No. | Location | Item and Procedure  |
|----------|----------|---|
| 4.4      | 9        | Open stowage Compartment Door R330<br>Interior for cracks and cleanliness<br>Loose or missing hardware<br>Interior components for physical damage and mounting security<br>Visible wiring for chafing or damaged insulation and connection security   |
| 4.5      | 10       | Open External Power Access Door R345<br>Interior panels for cracks and cleanliness<br>Loose or missing hardware<br>Interior components for physical damage and mounting security<br>Loose electrical power receptacle or door switch<br>Visible wiring for chafing or damaged insulation and connection security<br><br><p style="text-align: center;"><b>CAUTION</b></p> <p style="text-align: center;">Assure wire harness is disconnected prior to removal of Fairing T355. Assure wire harness and connector are secure and clear of tail rotor drive shaft upon installation of fairing.</p> |
|          | 11       | Inspect Tail Rotor Shaft Fairing T355 Area<br>Interior panels and structure for cracks and cleanliness<br>Loose or missing hardware<br>Inspect area under tail rotor shaft fairing T355   |

| Seq. No. | Location | Item and Procedure   |
|----------|----------|--|
| 4.6      | 12       | Open <b>TAIL ROTOR DRIVE SHAFT FAIRING R410</b><br>Interior panels and structure for cracks, corrosion, and cleanliness<br>Loose or missing hardware |
|          | 13       | <b>NO. 4 TAIL ROTOR DRIVE SHAFT AND COUPLINGS FOR NICKS, DENTS, SCRATCHES, AND SECURITY</b>  |
|          | 14       | <b>DRIVE SHAFT HANGER FOR CRACKS AND SECURITY</b>  |
|          | 15       | <b>ANTI-FLAIL FOR CONTACT WITH DRIVE SHAFT (INDICATES DRIVE SHAFT MISALINEMENT)</b>  |
|          | 16       | <b>TAIL ROTOR CONTROL BELLCRANK AND PUSHROD FOR CRACKS, DISTORTION, SECURITY, AND ALINEMENT</b>  |
|          | 17       | <b>TAIL ROTOR DRIVE SHAFT WEAR SLEEVES FOR AXIAL OR RADIAL PLAY AND/OR BROKEN PAINT STRIPE (LOCATED UNDER ANTI-FLAIL AND DAMPER)</b>                 |
|          | 18       | Open <b>TAIL ROTOR DRIVE SHAFT FAIRING R475</b><br>Interior for cracks and cleanliness<br>Loose or missing hardware                                  |
|          | 19       | <b>NO. 5 TAIL ROTOR DRIVE SHAFT AND COUPLINGS, ANTI-FLAIL AND DAMPER FOR NICKS, DENTS, SCRATCHES, AND SECURITY</b>                                   |
|          | 20       | <b>ANTI-FLAIL FOR CONTACT WITH DRIVE SHAFT (INDICATES DRIVE SHAFT MISALINEMENT)</b>  |
|          | 21       | <b>TAIL ROTOR CONTROL HORIZONTAL PUSHROD FOR CRACKS, DISTORTION, SECURITY, AND ALINEMENT</b>   |
|          | 22       | <b>TAIL ROTOR DRIVE SHAFT WEAR SLEEVES FOR DEBONDING (LOCATED UNDER ANTI-FLAIL AND DAMPER)</b>   |



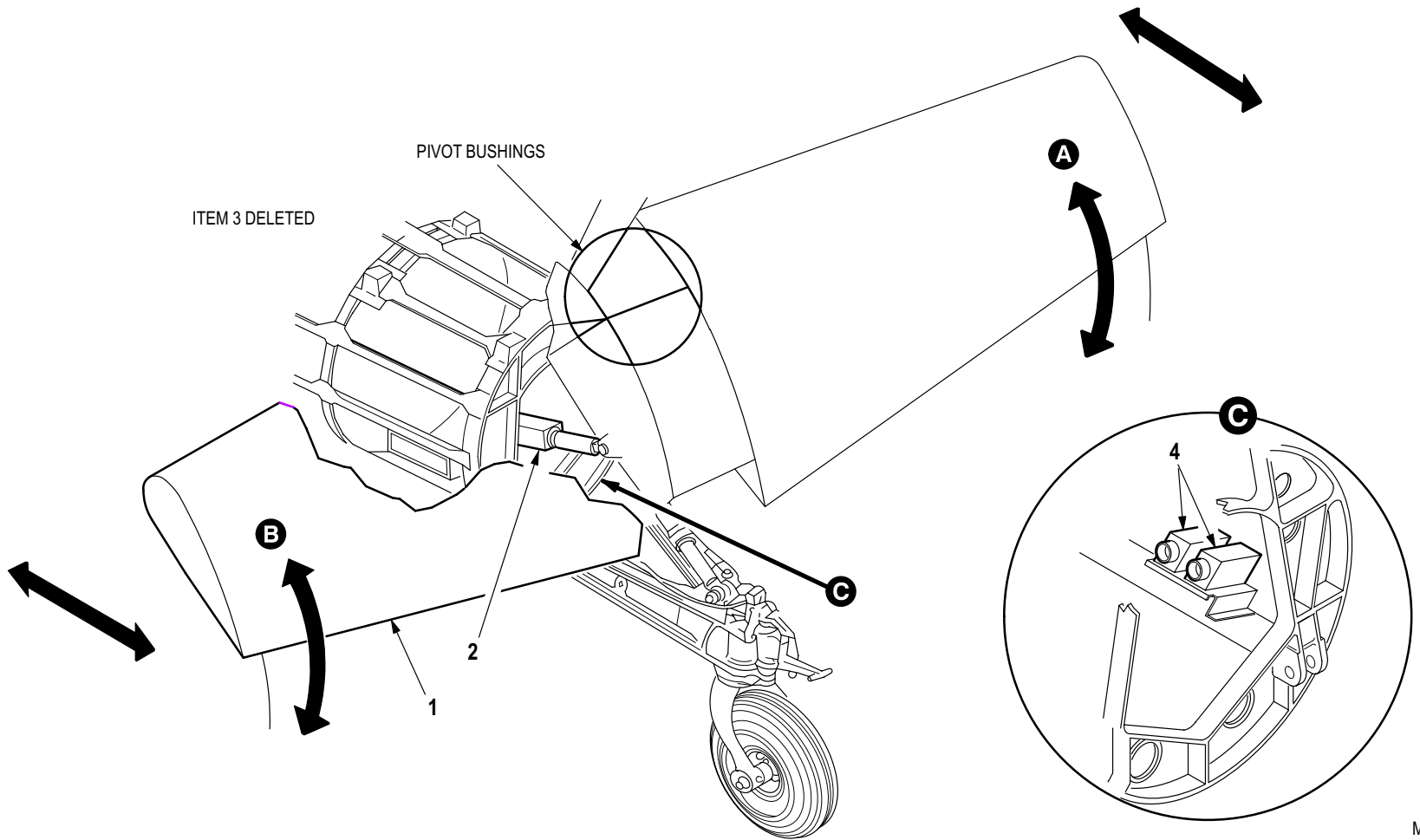


M24-044

Figure 5. Inspection Area No. 4 (Sheet 3 of 3)

| Seq. No. | Location | Item and Procedure   |
|----------|----------|--|
| 4.8      | 23       | <p style="text-align: center;"><b>CAUTION</b></p> <p style="text-align: center;">When handling sensor unit, do not press on sensor window. The glass is fragile and may be scratched, cracked, or broken.</p> <p>Laser Detecting Sensor (aft) – Right Side<br/>           Physical damage and mounting security<br/>           Clean oil, dust, or other deposits from sensor window (TM 11-5841-304-12)</p> |





M24-011A

Figure 6. Inspection Area No. 5 (Sheet 1 of 4)

| Seq. No. | Location | Item and Procedure   |
|----------|----------|--|
| 5.1      | —        | <p style="text-align: center;"><b>TAIL SECTION</b></p> <p style="text-align: center;"><b>POWER OFF</b></p> <p>Exterior Surfaces</p> <ul style="list-style-type: none"> <li>Skin areas for cracks and distortion</li> <li>Loose or missing hardware</li> <li>Access panels and fairings for mounting security</li> <li>Visible wiring for chafing, damaged insulation, and connection security</li> <li>Hydraulic lines for leakage, chafing, and connector security</li> </ul> |
| 5.2      | 1        | <p><b>HORIZONTAL STABILATOR</b></p> <p><b>ATTACHMENT AND PIVOT SECURITY</b></p> <p><b>BOSSES AND PIVOTS FOR CRACKS, DISTORTION, CORROSION, AND CLEANLINESS</b></p>   |
| 5.3      | —        | <p><b>STABILATOR PIVOT POINTS</b></p> <p><b>PIVOT BUSHINGS FOR PLAY BY LIGHTLY PULLING UP AND DOWN, FORWARD AND AFT AT POINTS A AND B</b></p> <p><b>STATIC DISCHARGE FOR EXPOSED WICK</b></p>  |

| Seq. No. | Location | Item and Procedure   |
|----------|----------|--|
| 5.4      | 2        | <b>STABILATOR ACTUATOR</b><br><b>CRACKS, DISTORTION, CORROSION, MOUNTING SECURITY, AND LOOSE OR MISSING PARTS</b><br><b>CLEAN EXPOSED PISTON ROD WITH LUBRICATING OIL</b><br><b>EXPOSED PISTON ROD, BODY, AND ROD END PIVOTS FOR EVIDENCE OF BINDING</b> |
|          | 3        | Deleted  |
|          | 4        | Remove Tailboom Access Cover L545<br><b>TEMPERATURE ALARM CONTROL UNITS FOR SECURITY</b>   |



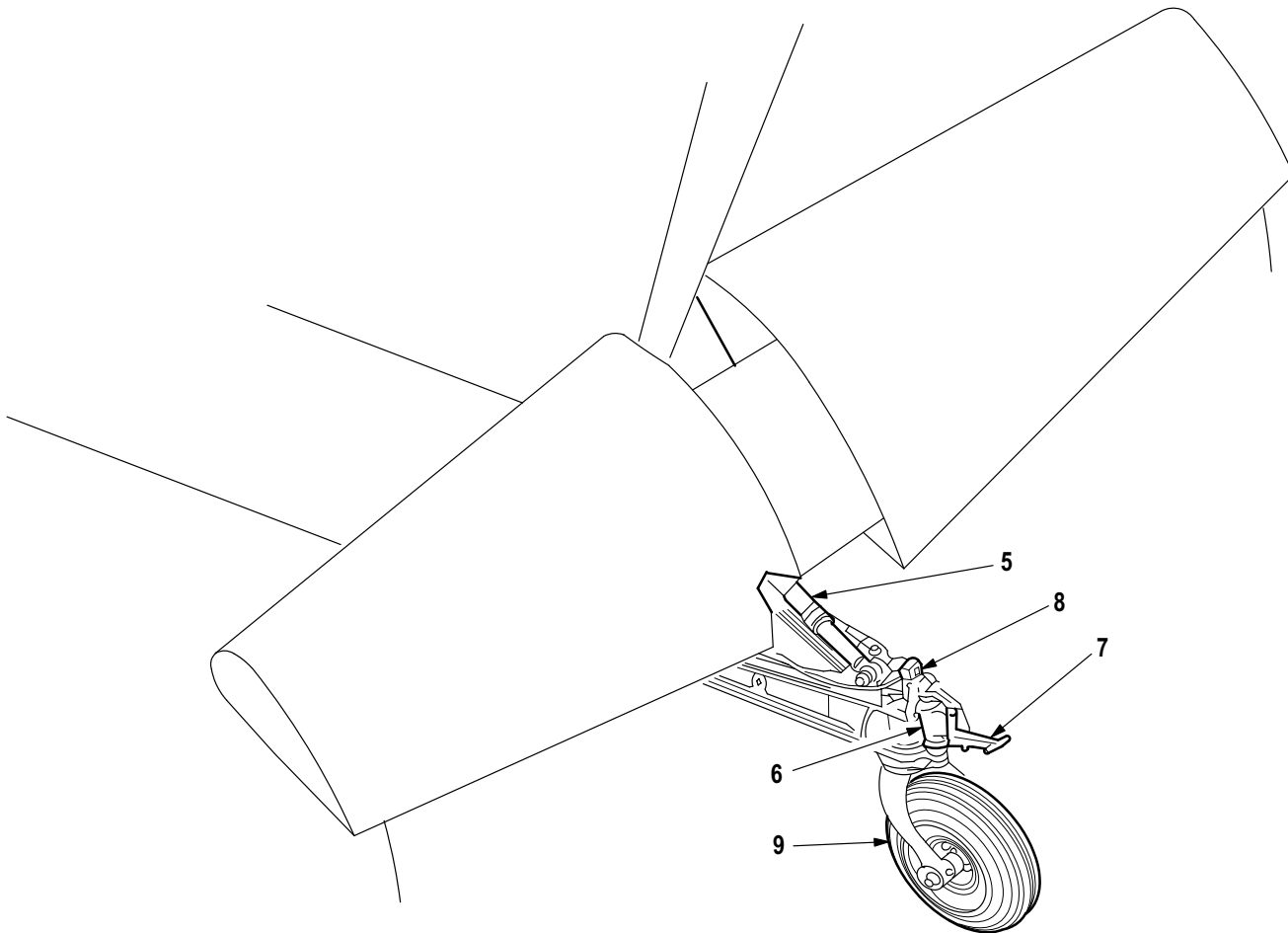
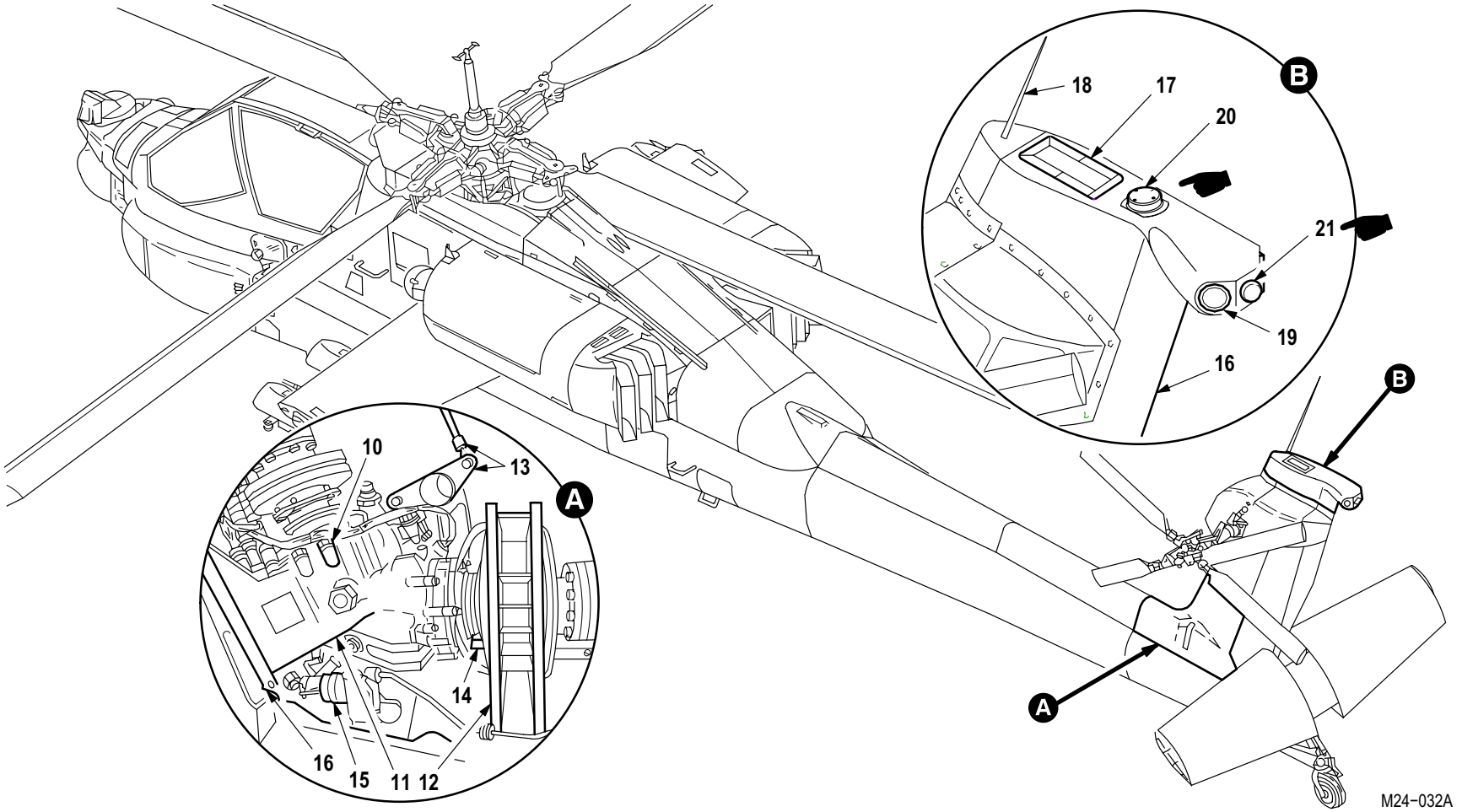


Figure 6. Inspection Area No. 5 (Sheet 2)

M24-012

| Seq. No. | Location | Item and Procedure  |
|----------|----------|---|
| 5.5      | 5        | <b>TAIL LANDING GEAR SHOCK STRUT</b><br><b>CRACKS, DISTORTION, CORROSION, AND SECURITY</b><br><b>FLUID LEAKAGE ON STRUT EXTERIOR</b><br><b>STRUT INFLATION FOR TAILBOOM GROUND CLEARANCE</b><br>Clean exposed piston rod with lubricating oil (VVL800A) |
| 5.6      | 6        | <b>TAIL WHEEL LOCK ACTUATOR</b><br><b>CRACKS, DISTORTION, CORROSION, AND SECURITY</b><br><b>FLUID LEAKAGE ON ACTUATOR EXTERIOR</b>  |
| 5.7      | 7        | <b>LOCK LEVER IN UP (LOCKED) POSITION WITH TAIL WHEEL CENTERED</b>  |
| 5.7      | 8        | <b>TAIL WHEEL LOCK PROXIMITY SWITCH</b><br><b>PHYSICAL DAMAGE AND MOUNTING SECURITY</b><br><b>VISIBLE WIRING FOR CHAFING OR DAMAGED INSULATION AND CONNECTION SECURITY</b>  |
| 5.8      | 9        | <b>TAIL WHEEL</b><br><b>CRACKS AND DISTORTION</b><br><b>TIRE FOR BLISTERS, CUTS, WEAR, AND PROPER INFLATION</b><br><b>HUB FOR GREASE LEAKAGE</b><br><b>AXLE NUT FOR SECURITY</b>  |



M24-032A

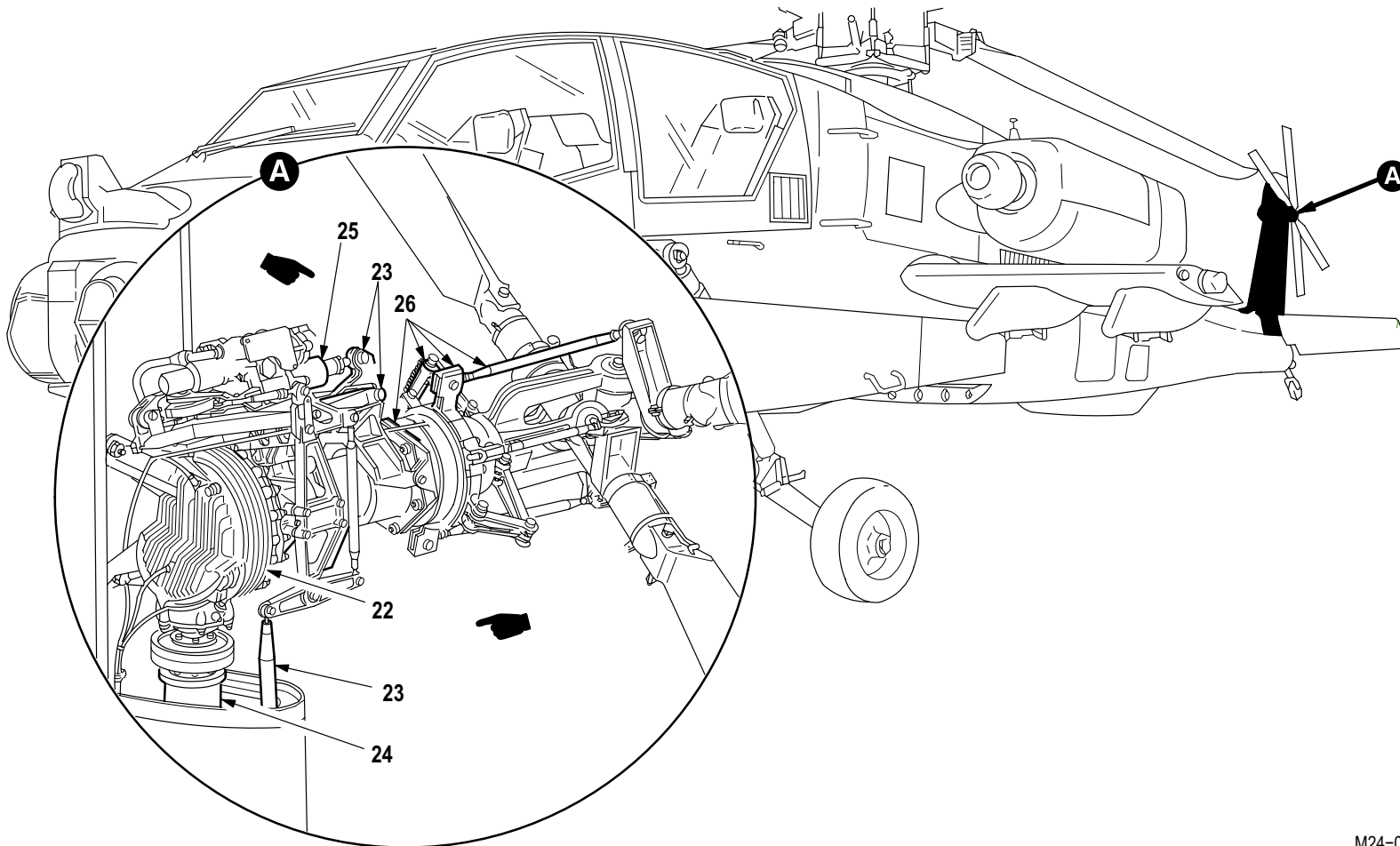
Figure 6. Inspection Area No. 5 (Sheet 3)

| Seq. No. | Location | Item and Procedure   |
|----------|----------|--|
| 5.9      | —        | <p><b>INTERMEDIATE GEARBOX</b> (Stabilizer fairing R510 and L510 removed)</p> <p style="text-align: center;"><b>CAUTION</b></p> <p style="text-align: center;">Do not use tail rotor control pushrods as hand-holds.</p> <p>Interior panels and structure for cracks and cleanliness<br/>Loose or missing hardware</p> <p>10 <b>GEARBOX HOUSING FOR GREASE LEAKAGE AND SECURITY</b><br/>Breather for lubricant buildup<br/>Electrical connectors for security<br/>Hydraulic connectors for security (deck and stabilizer base areas)<br/>Visible wiring for chafing or damaged insulation and connection security<br/>Hydraulic lines for leakage and chafing</p> <p>11 <b>GEARBOX MOUNTING BASE FOR CRACKS</b></p> <p>12 <b>FAN AND SHROUD FOR CRACKS, DISTORTION, AND RUB MARKS</b></p> <p>13 <b>TAIL ROTOR CONTROL BELLCRANK, BALANCE WEIGHT AND VERTICAL PUSHROD FOR CRACKS, DISTORTION, SECURITY, AND ALINEMENT</b></p> <p>14 <b>HORIZONTAL PUSHROD FOR CRACKS, DISTORTION, AND SECURITY</b><br/><b>PUSHROD END JOINT FOR LOOSENESS (NO MOVEMENT PERMITTED WHEN SHAKEN BY HAND)</b></p> <p>15 <b>CONNECTOR P124/J124 FOR SECURITY</b></p> |



| Seq. No. | Location                   | Item and Procedure   |
|----------|----------------------------|--|
| 5.10     | 16<br><br><br><br>17<br>18 | <b>VERTICAL STABILIZER<br/>MOUNTING SECURITY</b><br><b>CHECK STABILIZER ATTACHMENT BOLTS FOR PROPER TORQUE<br/>BOSSES AND PIVOTS FOR CRACKS, DISTORTION, CORROSION, AND CLEANLINESS<br/>RIGHT-HAND SIDE OF STABILIZER FOR CRACKED PAINT AROUND PERIMETER AND HEADS OF RIVETS<br/>FORMATION LIGHT LENS FOR CRACKS AND MOUNTING SECURITY</b><br>VHF FM-AM whip Antenna/Cover<br>Physical damage and mounting security<br>Clean oil, dust, or other deposits from radiating surface |
| 5.11     | 19                         | Radar Warning Antennas/Covers<br>Physical damage and mounting security   |
| 5.12     | 20                         | GPS Antenna, Radar Warning Antennas/Covers<br>Physical damage and mounting security  |
| 5.13     | 21                         | <b>NAVIGATION LIGHT LENS FOR CRACKS AND MOUNTING SECURITY</b>  |





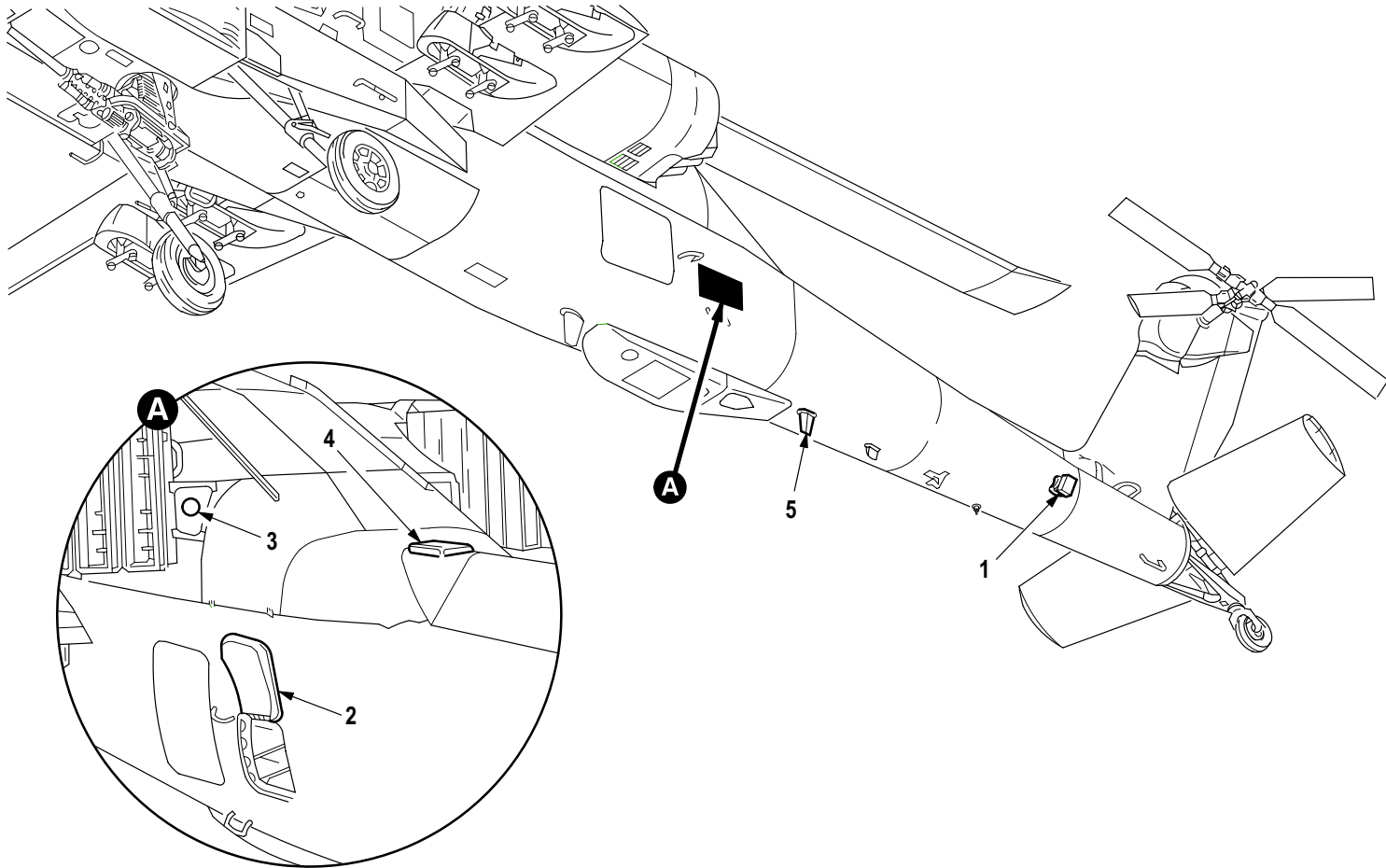
M24-013B

Figure 6. Inspection Area No. 5 (Sheet 4)

| Seq. No. | Location              | Item and Procedure  |
|----------|-----------------------|---|
| 5.13     | —<br><br>22<br><br>23 | <p><b>TAIL ROTOR GEARBOX</b> (stabilizer fairing L540 removed)<br/>Interior panels and structure for cracks and cleanliness<br/>Loose or missing hardware</p> <p><b>GEARBOX HOUSING FOR GREASE LEAKAGE AND SECURITY</b><br/>Breather for lubricant buildup<br/>Electrical connectors for security<br/>Hydraulic connectors for security (tail rotor control servoactuator)<br/>Visible wiring for chafing or damaged insulation and connection security<br/>Hydraulic lines for leakage and chafing<br/>Check static support mast for serviceability</p> <p><b>TAIL ROTOR CONTROL BELLCRANK, LINKS, AND VERTICAL PUSHROD FOR NICKS, DENTS, SCRATCHES AND SECURITY</b></p> |
| 5.14     | 24                    | <p><b>NO. 6 TAIL ROTOR DRIVE SHAFT AND COUPLINGS<br/>CRACKS, DISTORTION, AND SECURITY</b></p>   |
| 5.15     | 25                    | <p><b>TAIL ROTOR CONTROL SERVOACTUATOR<br/>CRACKS, DISTORTION, CORROSION, SECURITY; CLEVIS ASSEMBLY FOR BROKEN/MISSING TORQUE STRIPES<br/>FLUID LEAKAGE ON SERVOACTUATOR EXTERIOR</b><br/>Clean exposed piston rod with hydraulic fluid (MIL-H-83282)</p>   |

| Seq. No. | Location | Item and Procedure  |
|----------|----------|---|
| 5.16     | 26       | <p><b>TAIL ROTOR</b><br/> <b>HUBS, BLADES, SWASHPLATES, FORKS, AND LINKS FOR CRACKS, DISTORTION, SECURITY, ALINEMENT; CLEVIS RING FOR CRACKS</b><br/> <b>INSPECT -9 AND -13 SWASHPLATES IAW TM 1-1520-238-23-7</b><br/> <b>INSPECT -15, -17, -19, AND -901 SWASHPLATES IAW TM 1-1520-238-23-7</b></p> <p style="text-align: center;"><b>NOTE</b></p> <p>Debond will appear as a paint crack or white line extending spanwise along the spar line. Visually inspect the bond line area at the tip extending inboard to and including the finger doublers. The bond line is <b>3.6 INCHES</b> aft of the leading edge. If no paint crack or white line is seen, inspection is complete. If paint crack or white line is seen, a debond is presumed.</p> <p><b>BLADE STRUCTURE FOR SURFACE DAMAGE OR BONDING SEPARATION</b><br/> <b>TAIL ROTOR BLADE TIP CAP FOR CORROSION</b><br/> <b>DE-ICING CABLES FOR CHAFING OR DAMAGED INSULATION AND CONNECTION SECURITY</b></p> <p style="text-align: center;"><b>CAUTION</b></p> <p>At temperatures at or below 0 °F (-17 °C), the elastomeric bearings must be warmed up before they can be checked. Warm up the elastomeric bearings by gently teetering the tail rotor blades back and forth until the blades can be flexed to their stops. Do not force the blades to their stop during the bearing warm-up procedure.</p> <p><b>FORK YOKE ELASTOMERIC BEARINGS FOR SPRINGINESS, SLIPPAGE, AND MOUNTING SECURITY</b></p> |





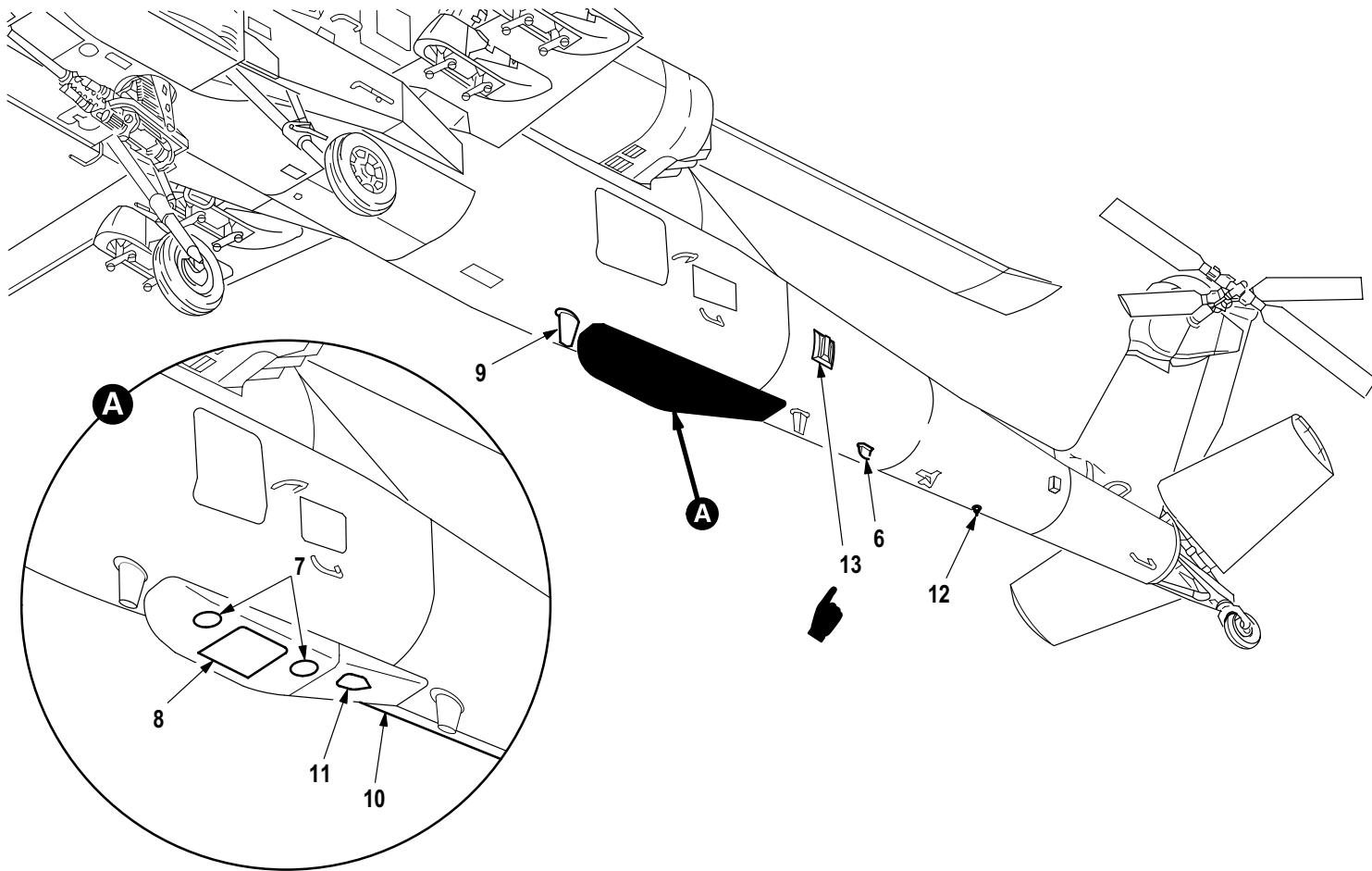
M24-014

Figure 7. Inspection Area No. 6 (Sheet 1 of 2)

| Seq. No.                        | Location | Item and Procedure   |
|---------------------------------|----------|--|
| <b>FUSELAGE – LEFT SIDE AFT</b> |          |  |
| <b>POWER OFF</b>                |          |  |
| 6.1                             | —        | Exterior Surfaces<br>Skin areas for cracks and distortion<br>Loose or missing hardware<br>Access panels, doors, and fairings for mounting security                             |
| 6.2                             | 1        | Chaff Dispenser<br>Mounting security, obstructions, and cleanliness  |
| 6.3                             | 2        | Open Stowage Compartment Door L330<br>Interior panels for cracks and cleanliness<br>Loose or missing hardware<br>Interior components for physical damage and mounting security |
| 6.4                             | 3        | ENCU Exhaust Duct<br>Cracks, distortion, and corrosion<br>Loose or missing hardware<br>Obstructions and cleanliness  |
| 6.5                             | 4        | <b>FORMATION LIGHT</b><br><b>LENS FOR CRACKS AND MOUNTING SECURITY</b>   |
| 6.6                             | 5        | UHF L-Band Antenna<br>Physical damage and mounting security<br>Clean any oil, dust, or other deposits from radiating surface   |

**“FOD REMINDER”**



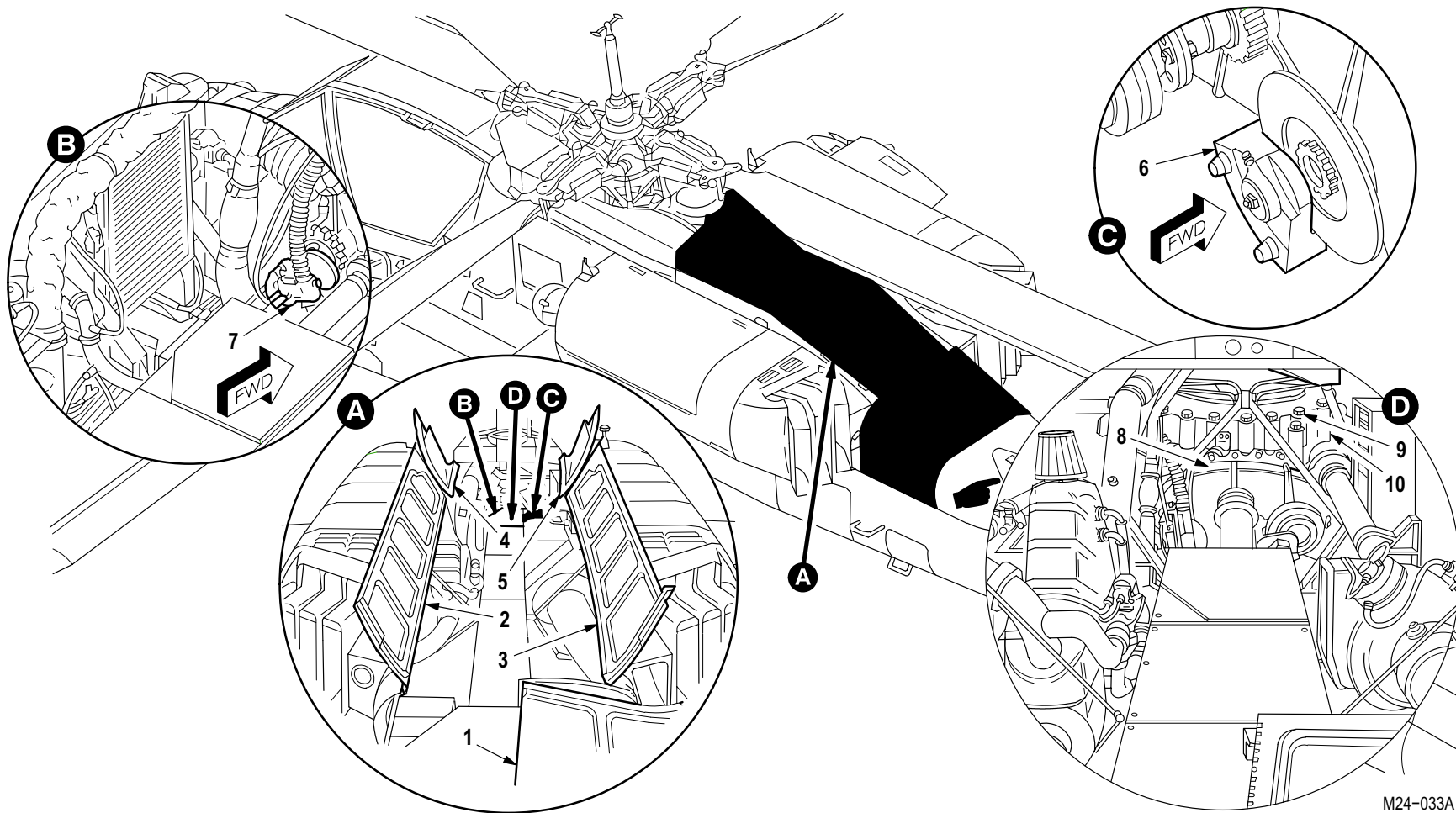


M24-015A

Figure 7. Inspection Area No. 6 (Sheet 2)

| Seq. No. | Location | Item and Procedure   |
|----------|----------|--|
| 6.7      | 6        | Radar Warning Blade Antenna<br>Physical damage and mounting security<br>Clean any oil, dust, or other deposits from radiating surface  |
| 6.8      | 7        | Radar Altimeter Antennas<br>Physical damage and mounting security<br>Clean any oil, dust, or other deposits from radiating surface   |
| 6.9      | 8        | Doppler Antenna<br>Physical damage and mounting security<br>Clean any oil, dust, or other deposits from radiating surface  |
| 6.10     | 9        | VHF Antenna<br>Physical damage and mounting security<br>Clean any oil, dust, or other deposits from radiating surface  |
| 6.11     | 10       | ADF Sense Antenna<br>Physical damage and mounting security<br>Clean any oil, dust, or other deposits from radiating surface  |
| 6.12     | 11       | ADF Antenna<br>Physical damage and mounting security<br>Clean any oil, dust, or other deposits from radiating surface  |
| 6.13     | 12       | IFF Antenna<br>Physical damage and mounting security<br>Clean any oil, dust, or other deposits from radiating surface  |
| 6.14     | 13       | <p style="text-align: center;"><b>CAUTION</b></p> <p style="text-align: center;">When handling sensor unit, do not press on sensor window. The glass is fragile and may be scratched, cracked, or broken.</p> Laser Detecting Sensor (aft) – Left Side<br>Physical damage and mounting security<br>Clean oil, dust, or other deposits from sensor window (TM 11-5841-304-12) |

**“FOD REMINDER”**



M24-033A

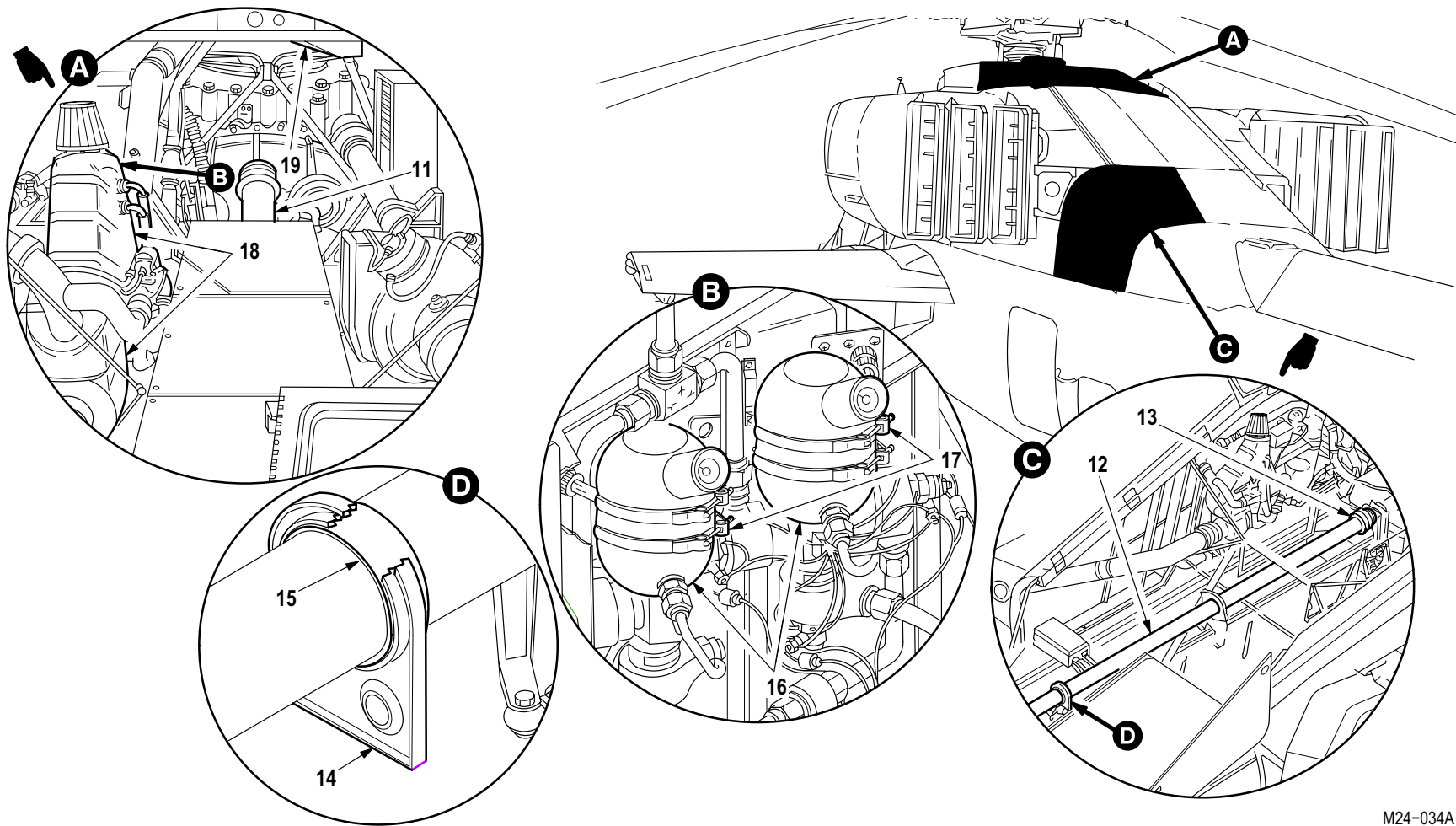
Figure 8. Inspection Area No. 7 (Sheet 1 of 3)

| Seq. No. | Location  | Item and Procedure   |
|----------|---|--|
| 7.1      | —   | <p style="text-align: center;"><b>CATWALK</b></p> <p style="text-align: center;"><b>POWER OFF</b></p> <p>Exterior Surfaces</p> <ul style="list-style-type: none"> <li>Skin areas for cracks and distortion</li> <li>Loose or missing hardware</li> <li>Access panels, doors, and fairings for mounting security</li> </ul>   |
| 7.2      | <ul style="list-style-type: none"> <li>1</li> <li>2</li> <li>3</li> <li>4</li> <li>5</li> </ul> | <p>Open Equipment Bay Step-up Door L325</p> <p>Open Equipment Bay Access Door T290L</p> <p>Open Equipment Bay Access Door T290R</p> <p>Open Equipment Bay Access Door T250L</p> <p>Open Equipment Bay Access Door T250R</p> <ul style="list-style-type: none"> <li>Interior panels and structure for cracks and cleanliness</li> <li>Loose or missing hardware</li> <li>Interior components for physical damage and mounting security</li> <li>Electrical, hydraulic, fire extinguisher, or lube oil connectors for security</li> <li>Visible wiring for chafing or damaged insulation and connection security</li> <li>Visible fuel, hydraulic, and lube oil lines for leakage and chafing</li> <li>Area for fluid or dirt that has accumulated in sufficient quantity to form pools, puddles, or excessive deposits</li> </ul> |

**“FOD REMINDER”**

| Seq. No. | Location   | Item and Procedure  |
|----------|--|---|
| 7.3      | <p>—</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> | <p>Main Transmission Deck</p> <p>Rotor brake disc and actuator for cracks or looseness</p> <p>Brake disc for grooving or scoring</p> <p>Brake actuator for fluid leakage</p> <p>Brake pads for wear indications</p> <p><b>SHAFT-DRIVEN COMPRESSOR HOUSING FOR CRACKS AND PHYSICALLY CHECK MOUNTING SECURITY</b></p> <p><b>COMPRESSOR HOUSING FOR LUBE OIL LEAKAGE</b></p> <p><b>COMPRESSOR HOUSING FOR EVIDENCE OF OVERHEATING</b></p> <p><b>AIR TUBES, HOSES AND DUCTS FOR KINKING, TWISTS, HOLES, CRACKS, BUCKLING, PROPER ROUTING, AND SECURITY</b></p> <p>Accessory gearcase cover for lube oil leakage</p> <p>Transmission cover for lube oil leakage</p> <p>Transmission housing for lube oil leakage</p> |





M24-034A

Figure 8. Inspection Area No. 7 (Sheet 2)

| Seq. No. | Location | Item and Procedure   |
|----------|----------|--|
| 7.4      | 11       | <b>NO. 3 TAIL ROTOR DRIVE SHAFT AND COUPLINGS (CATWALK FORWARD SECTION FOLDED)<br/>NICKS, DENTS, SCRATCHES, AND SECURITY</b>   |
|          | 12       | <b>NO. 4 TAIL ROTOR DRIVE SHAFT AND COUPLINGS, ANTI-FLAIL AND DAMPER FOR NICKS, DENTS, SCRATCHES, AND SECURITY. Use flashlight and mirror</b>  |
|          | 13       | <b>DRIVE SHAFT HANGER FOR CRACKS AND SECURITY</b>  |
|          | 14       | <b>ANTI-FLAIL FOR CONTACT WITH DRIVE SHAFT (INDICATES DRIVE SHAFT MISALINEMENT)</b>  |
|          | 15       | <b>TAIL ROTOR DRIVE SHAFT WEAR SLEEVES FOR AXIAL OR RADIAL PLAY AND/OR BROKEN PAINT STRIPE (LOCATED UNDER ANTI-FLAIL AND DAMPER)</b>   |
| 7.5      | 16       | <b>FIRE EXTINGUISHER CONTAINERS – CHECK CHARGE CONDITION</b>   |
|          | 17       | <b>CLAMPS AND BRACKETS FOR MOUNTING SECURITY</b>   |
| 7.6      | 18       | Environmental Control Unit<br>Housings for cracks and mounting security<br>Air tubes and ducts for holes, cracks, buckling, and security<br>Filter for damage and cleanliness<br>Check heat exchanger for dirt or debris. Clean as necessary.  |
| 7.7      | 19       | <b>SDC COMPRESSOR INLET AIR PARTICLE SEPARATOR<br/>TOP SURFACE FOR CLEANLINESS<br/>CHECK INLET SURFACE FOR BUILDUP OF DIRT, DEBRIS, AND OIL FILM. IF UNABLE TO CLEAN, REMOVE PARTICLE SEPARATOR AND WASH. USE FLASHLIGHT AND MIRROR<br/>DAMAGED INLET GRID<br/>MOUNTING SECURITY<br/>FILTER FOR DAMAGE AND CLEANLINESS</b> |

**“FOD REMINDER”**



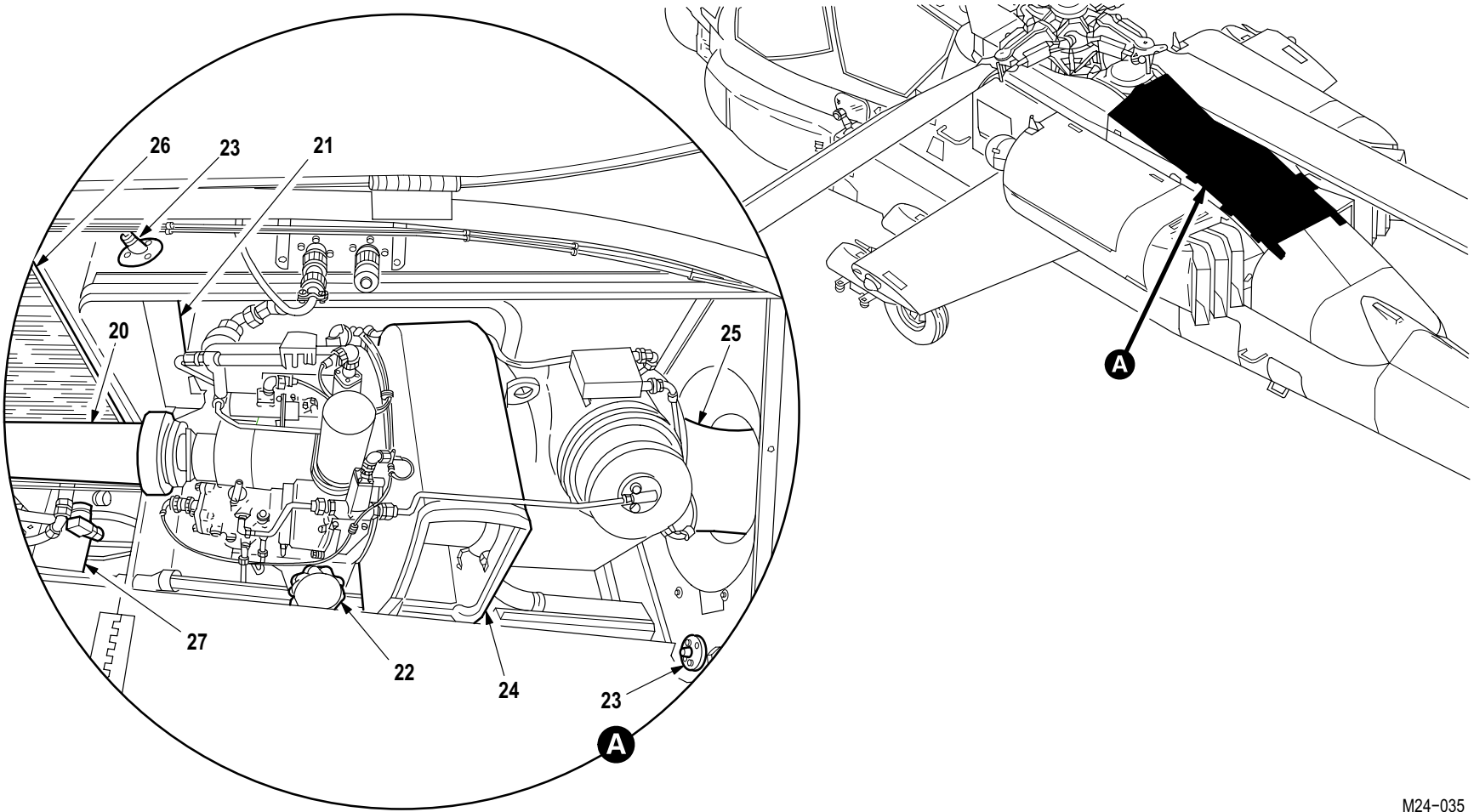


Figure 8. Inspection Area No. 7 (Sheet 3)

M24-035

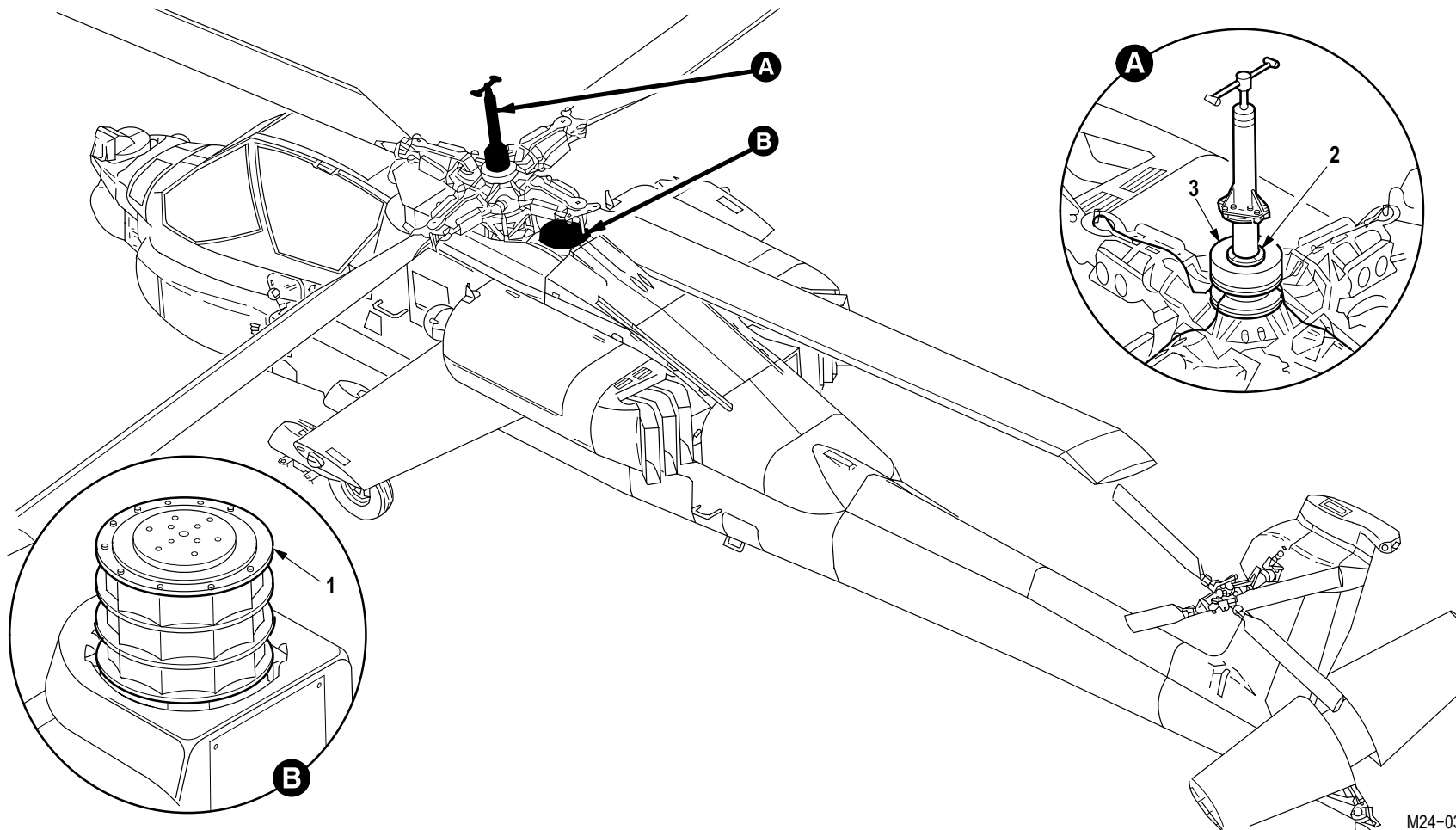
| Seq. No. | Location | Item and Procedure  |
|----------|----------|---|
| 7.8      | 20       | <b>NO. 7 APU DRIVE SHAFT, COUPLINGS, AND ANTI-FLAIL NICKS, DENTS, SCRATCHES, AND SECURITY</b>   |
| 7.9      | —<br>21  | <b>AUXILIARY POWER UNIT</b> (enclosure panel removed)<br>Interior panels and structure for cracks and cleanliness<br>Loose or missing hardware<br>APU components for physical damage, leakage, and mounting security<br>APU fuel solenoid valve for gap at coil assembly and deformed/damaged cover assembly<br>Fuel and hydraulic starter lines for leakage, chafing, and security |
|          | 22<br>23 | Lube oil filler cap for leakage and full closure<br><b>FIRE DETECTION SENSORS FOR DAMAGED LENS AND MOUNTING SECURITY</b>  |
|          |          | Clean lenses with tissue<br>Visible wiring for chafing or damaged insulation and connection security  |
|          | 24<br>25 | Air inlet for obstructions, cleanliness, and mounting security<br>Exhaust duct for cracks, distortion, and mounting security  |
| 7.10     | 26       | Main Transmission Oil Coolers (both sides of helicopter)<br>Obstructions and cleanliness<br>Damaged tubes and cooling fins<br>Oil leakage<br>Mounting security  |

**“FOD REMINDER”**

| Seq. No. | Location | Item and Procedure  |
|----------|----------|---|
| 7.11     | 27       | <p>Hydraulic Fluid Heat Exchangers (both sides of helicopter)</p> <ul style="list-style-type: none"> <li>Obstructions and cleanliness</li> <li>Damaged tubes and cooling fins</li> <li>Hydraulic fluid leakage</li> <li>Mounting security</li> </ul> <p style="text-align: center;"><b>NOTE</b></p> <p style="text-align: center;">Inspect area 8 from catwalk before closing equipment bay doors</p> |

**“FOD REMINDER”**

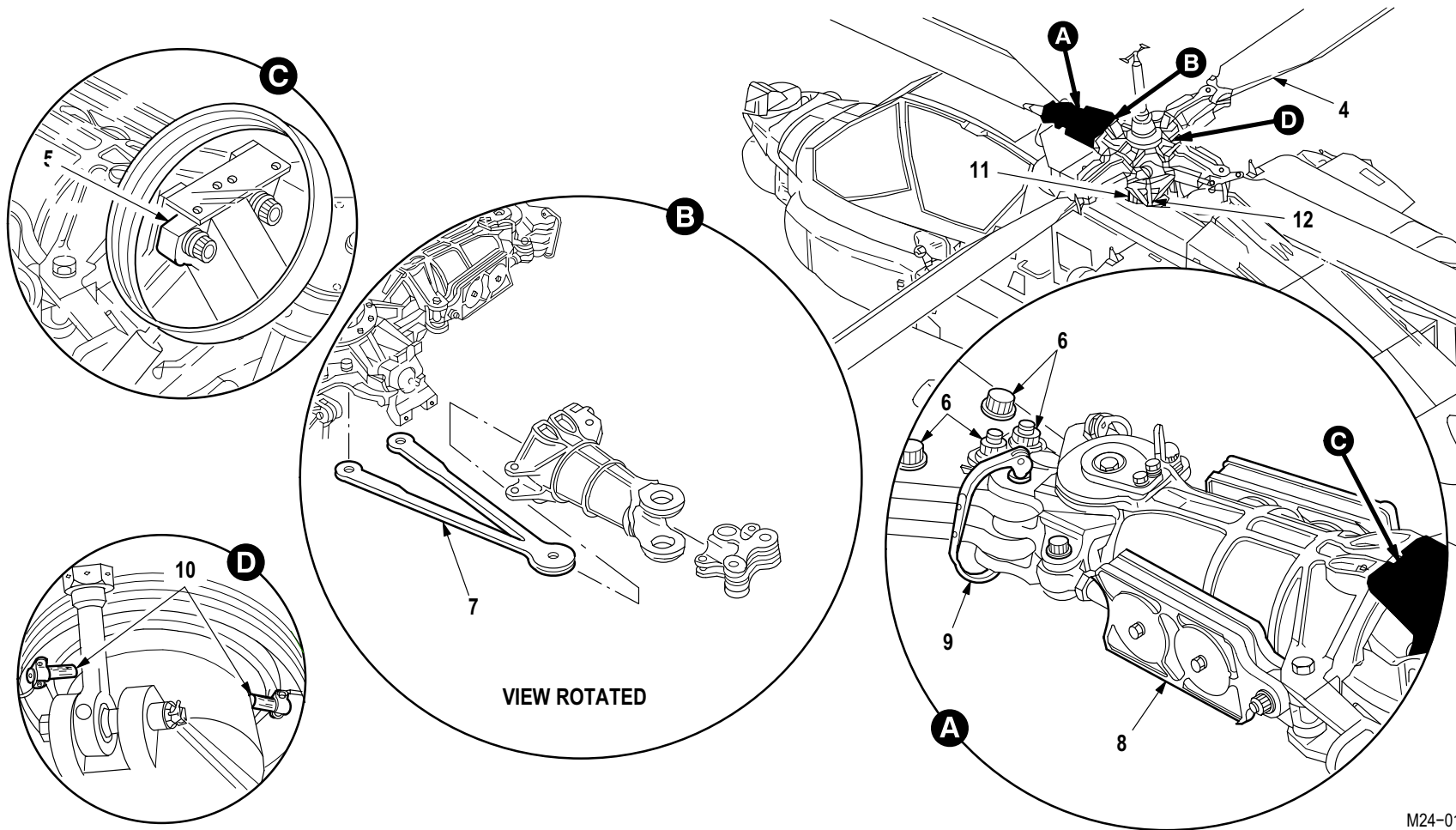




M24-036

Figure 9. Inspection Area No. 8 (Sheet 1 of 2)

| Seq. No. | Location | Item and Procedure   |
|----------|----------|--|
| 8.1      | 1        | <p style="text-align: center;"><b>MAIN ROTOR MAST</b></p> <p style="text-align: center;"><b>POWER OFF</b></p> <p style="text-align: center;"><b>WARNING</b></p> <p style="text-align: center;"><b>The IR jammer will be dangerously hot following flight operation.</b></p> <p>IR Jammer<br/>Physical damage and mounting security</p> |
| 8.2      | 2        | <p>Air Data Sensor<br/>Distortion, corrosion, and mounting security<br/>Upper adapter for cracks</p>   |
| 8.3      | 3        | <p><b>DEICING DISTRIBUTOR</b><br/><b>DISTORTION, CRACKS, CORROSION, AND MOUNTING SECURITY</b><br/><b>DEICING CABLES FOR CHAFING OR DAMAGED INSULATION AND CONNECTION SECURITY</b></p>  |



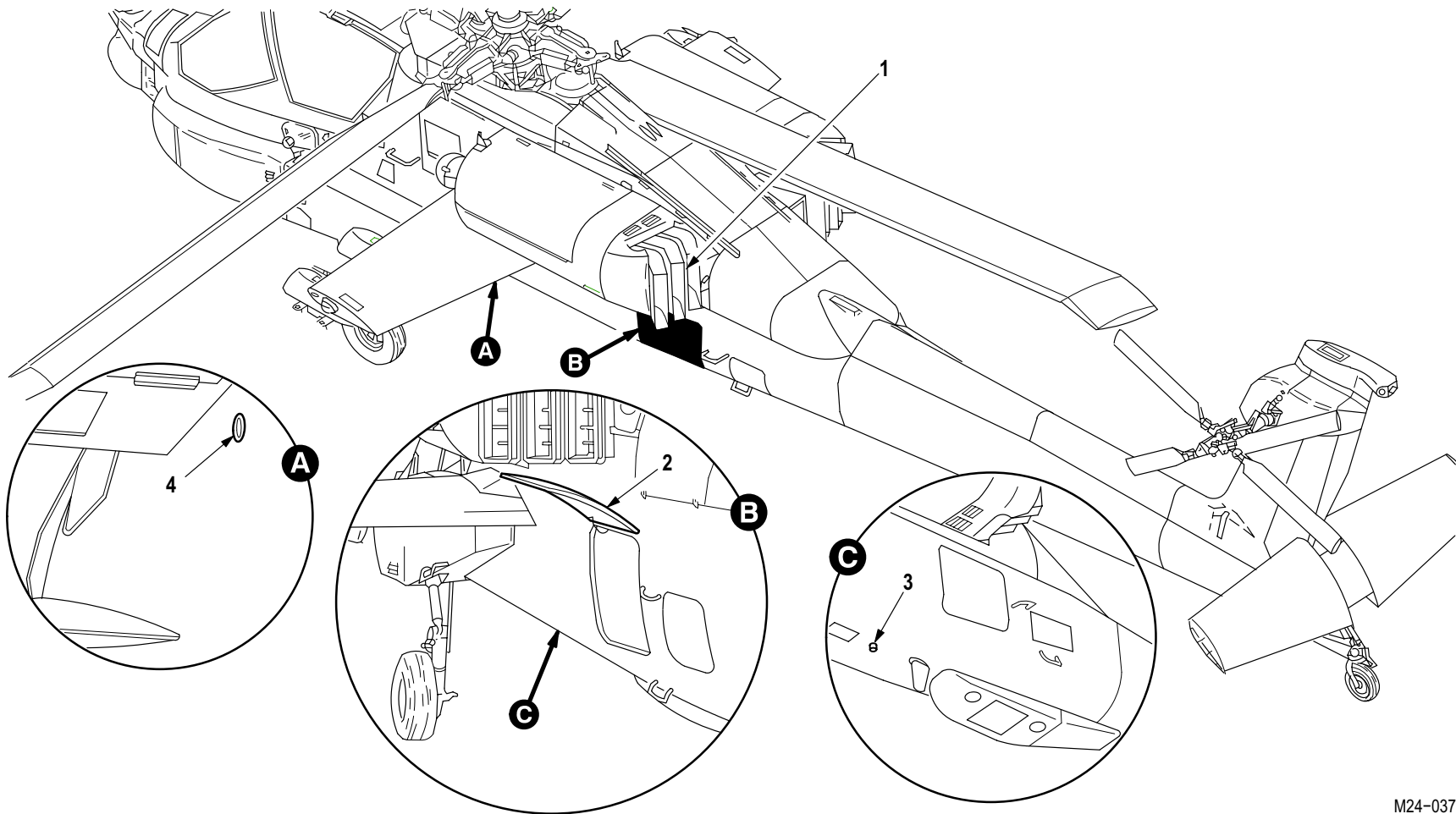
M24-016

Figure 9. Inspection Area No. 8 (Sheet 2)

| Seq. No. | Location | Item and Procedure  |   |
|----------|----------|---|---|
| 8.4      | 4        | <b>MAIN ROTOR</b><br><b>HEAD AND LINKS FOR CRACKS, DISTORTION, SECURITY, AND ALINEMENT</b><br><b>BLADE STRUCTURE FOR CRACKS, SURFACE DAMAGE OR BONDING SEPARATION</b><br><b>LOOSE OR MISSING HARDWARE</b> |   |
|          | 5        | <b>BLADE FEATHERING BEARING HOUSINGS – (4 HOUSINGS)</b><br><b>ATTACH HOLES FOR CRACKS</b><br><b>TOP AND BOTTOM WEBS FOR CRACKS. Use 10 power magnifier</b>  |   |
|          | 6        | <b>DEICING CABLES FOR CHAFING OR DAMAGED INSULATION AND CONNECTION SECURITY</b>   |   |
|          | 7        | <b>BLADE ROOT UPPER AND LOWER BOLT BUSHINGS FOR CRACKS – (8 BUSHINGS EACH BLADE)</b>  |   |
|          | 8        | <b>ROTOR HUB STRAP PACKS FOR CRACKED, BUCKLED, BROKEN, OR HORIZONTAL DISPLACEMENT – CHECK INBOARD AND OUTBOARD ENDS OF 4 STRAP PACKS</b>  |   |
|          | 9        | <b>DAMPERS FOR CRACKS, SECURITY, AND ALINEMENT</b>  |   |
|          | 10       | <b>BLADE ATTACH PINS FOR LOCKED POSITIONS (HANDLES CLIPPED DOWN) – (8 ATTACH PINS)</b>  |   |
|          | 11       | <b>STATIC GROUND BRUSH ASSEMBLIES FOR EVIDENCE OF EVEN CONTACT WITH THE HUB LINER LOWER FLANGE</b>  |   |
|          | 8.5      | 11  | <b>UPPER CONTROLS (MIXER)</b><br><b>SWASHPLATES, LINKS, AND BELLCRANKS FOR CRACKS, DISTORTION, SECURITY, ALINEMENT, AND LOOSE OR MISSING HARDWARE. SWASHPLATE SEAL AREA FOR EVIDENCE OF GREASE LEAKAGE. SWASHPLATE PITCH CHANGE LINK RODS FOR WEAR OR CHAFING AND SLIDER BEARINGS THAT HAVE CHROMIUM OXIDE-COATED (DARK BROWN) SPHERICAL BALLS FOR FLAKING.</b> |
|          | 8.6      | 12  | <b>MAST</b><br><b>PHYSICAL DAMAGE AND SECURITY</b><br><b>LOOSE OR MISSING BASE FLANGE NUTS OR WASHERS</b><br><b>BASE FLANGE FOR CRACKS – IMPORTANT: DETAIL CHECK ALL 18 BOLT HOLES</b>  |

**“FOD REMINDER”**



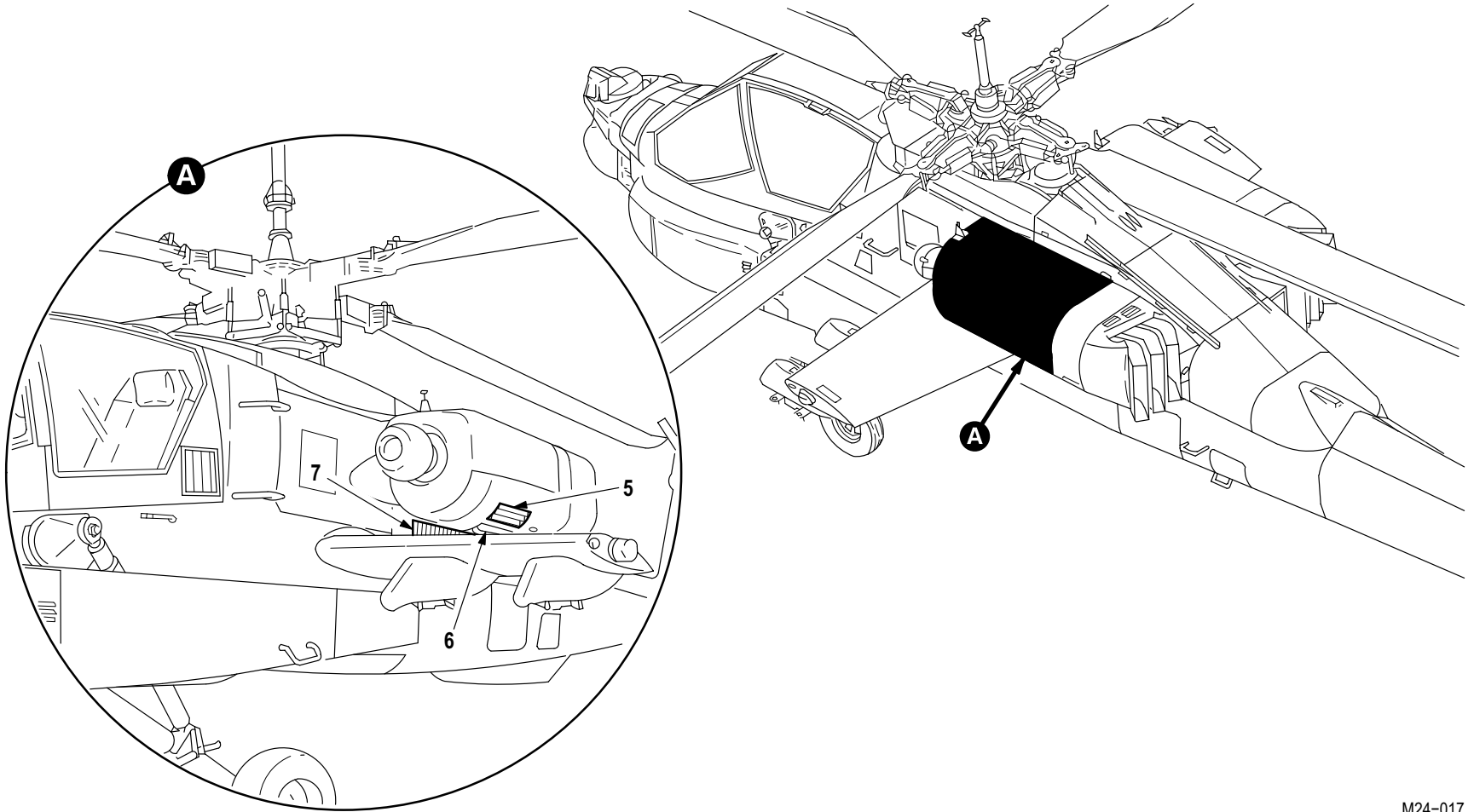


M24-037

Figure 10. Inspection Area No. 9 (Sheet 1 of 2)

| Seq. No.                     | Location | Item and Procedure   |
|------------------------------|----------|--|
| <b>ENGINE NACELLE – LEFT</b> |          |  |
| <b>POWER OFF</b>             |          |  |
| 9.1                          | —        | Exterior Surfaces<br>Skin areas for cracks and distortion<br>Loose or missing hardware<br>Access panels, doors, and fairing for mounting security  |
| 9.2                          | 1        | IR Suppressor and Exhaust Nozzles<br>Cracks, distortion, corrosion, and mounting security<br>Loose or missing hardware<br>Obstructions and cleanliness<br>Check secondary exhaust nozzle gasket for deformation or not fully seated against secondary nozzle frame                   |
| 9.3                          | 2        | Open Electronics Equipment Access Door L295<br>Interior panels for cracks and cleanliness<br>Loose or missing hardware<br>Interior components for physical damage and mounting security<br>Electrical connectors for security<br>Maintenance and inspection light for proper stowage |
| 9.4                          | 3        | <b>AFT FUEL VENT AND LIGHTNING ARRESTOR<br/>           OBSTRUCTIONS AND CLEANLINESS</b>  |
| 9.5                          | 4        | <b>FIRE EXTINGUISHER DISCHARGE DISC<br/>           BLOW-OUT INDICATION</b>   |

**“FOD REMINDER”**

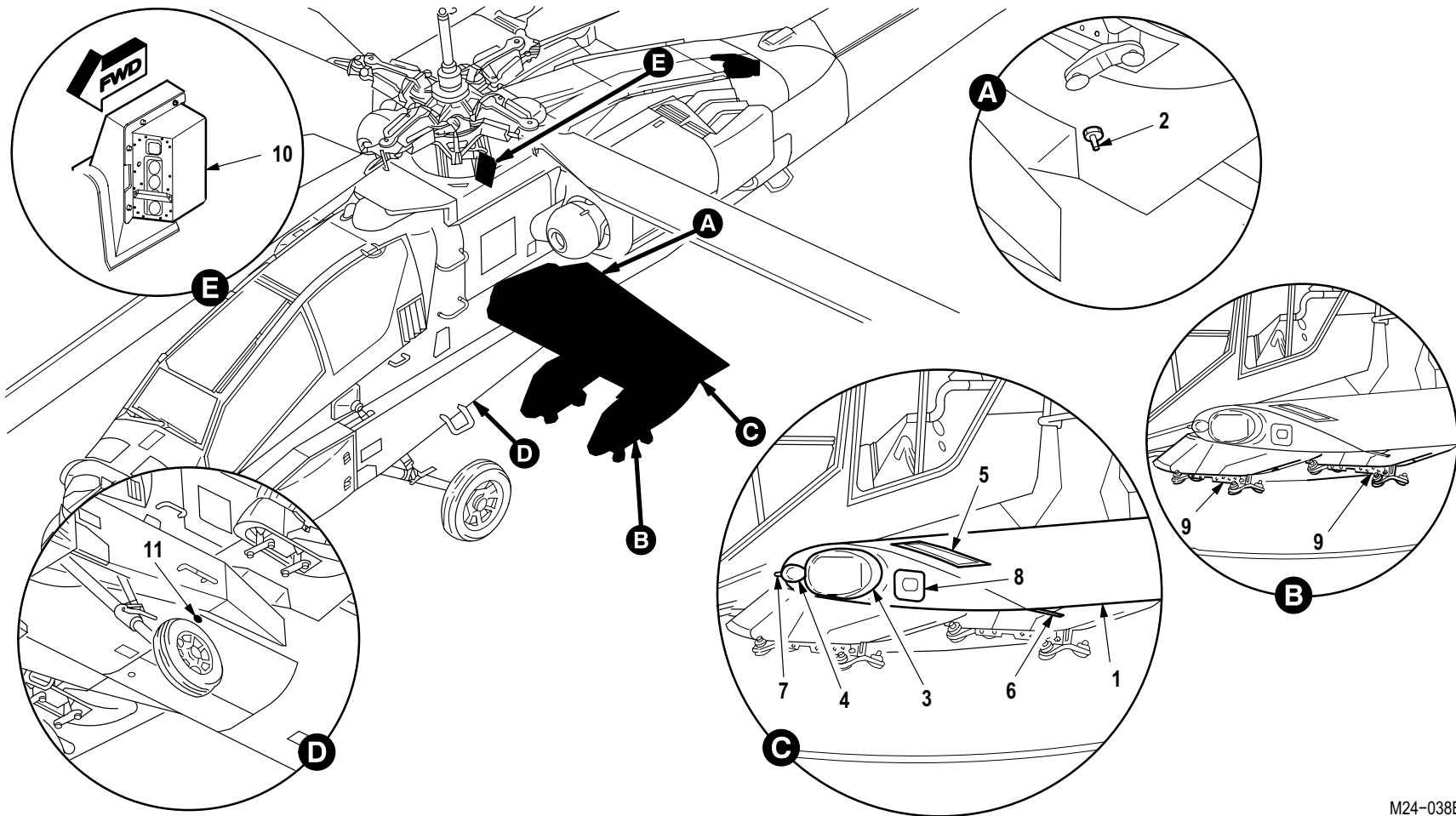


M24-017

Figure 10. Inspection Area No. 9 (Sheet 2)

| Seq. No. | Location | Item and Procedure  |
|----------|----------|---|
| 9.6      | 5        | Engine Access and Vent Door LN4<br>Interior for cracks and cleanliness<br>Loose or missing hardware<br>Fire doors can be opened<br>Cooling doors are open<br>Cooling door actuator for damaged lines and security<br>Engine mount studs for cracks (secondary mounts free)<br>Drain lines for obstructions and security<br>Electronic Control Unit (ECU) connections for cleanliness and security |
| 9.7      | 6        | Engine Door LN3<br>Interior for cracks and cleanliness<br>Loose or missing hardware<br>Customer service line for clamping security  |
| 9.8      | 7        | Heat Exchanger Louvers<br>Obstructions and cleanliness  |

**“FOD REMINDER”**



M24-038B

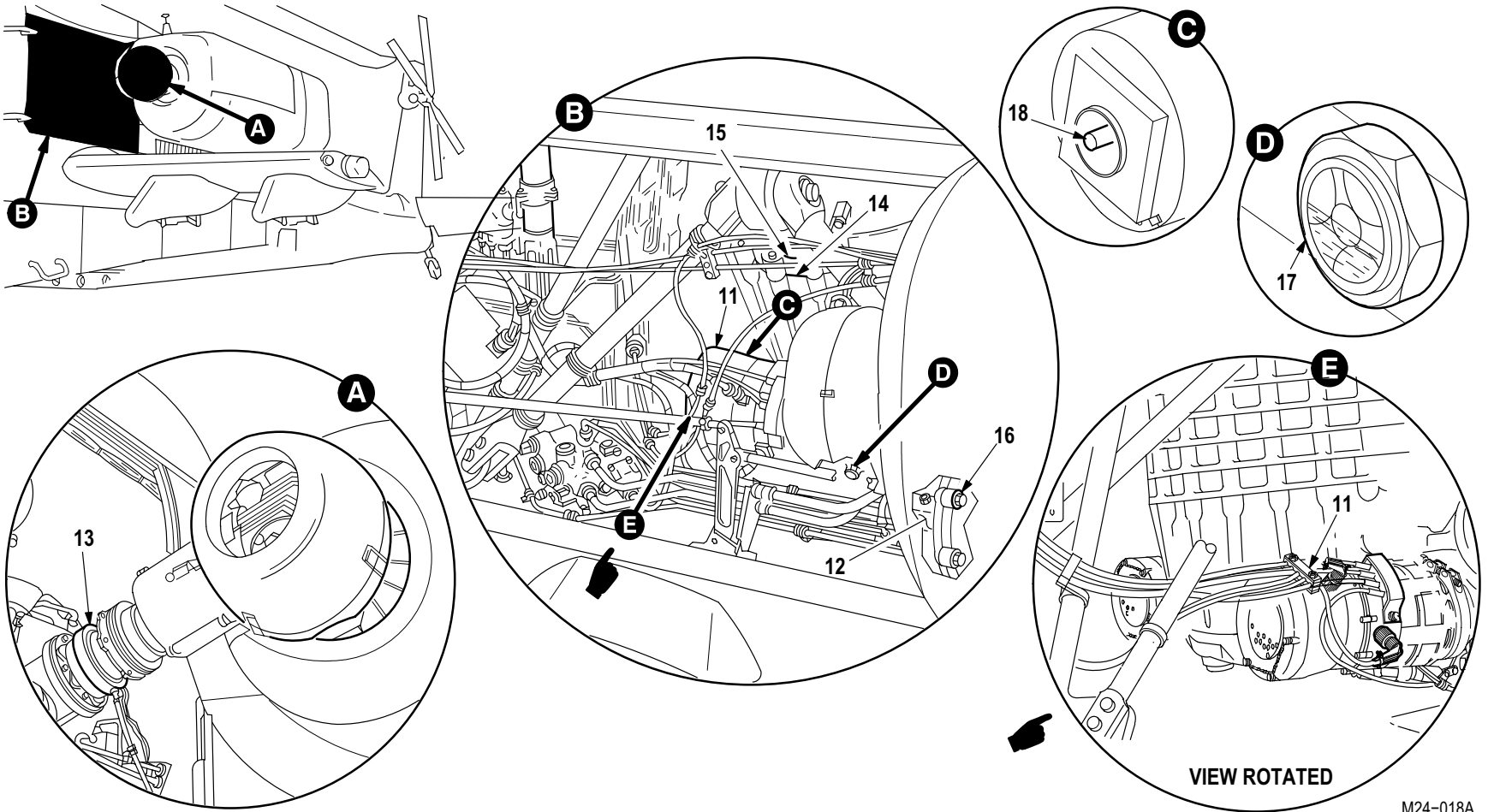
Figure 11. Inspection Area No. 10 (Sheet 1 of 4)

| Seq. No. | Location | Item and Procedure  |
|----------|----------|---|
| 10.1     | —        | <p style="text-align: center;"><b>FUSELAGE – LEFT SIDE CENTER</b></p> <p style="text-align: center;"><b>POWER OFF</b></p> <p>Exterior Surfaces<br/> Skin areas for cracks and distortion<br/> Loose or missing hardware<br/> Access panels, doors, and fairings for mounting security</p> |
| 10.2     | 1        | <p><b>WING</b></p> <p><b>CRACKS, DISTORTION, CORROSION, AND MOUNTING SECURITY</b><br/> <b>LOOSE OR MISSING HARDWARE</b></p>   |
|          | 2        | <p><b>PITOT DRAIN EXTERNAL FITTING FOR OBSTRUCTION AND DAMAGE</b><br/> <b>DRAIN AND CHECK FOR MOISTURE</b></p>  |
|          | 3        | <p><b>ANTICOLLISION LIGHT LENS FOR CRACKS AND MOUNTING SECURITY</b></p>   |
|          | 4        | <p><b>NAVIGATION LIGHT LENS FOR CRACKS AND MOUNTING SECURITY</b></p>  |
|          | 5        | <p><b>FORMATION LIGHT LENS FOR CRACKS AND MOUNTING SECURITY</b></p>   |
|          | 6        | <p><b>STATIC DISCHARGERS FOR EXPOSED WICK</b></p>   |
|          | 7        | <p><b>PITOT TUBE FOR OBSTRUCTIONS, CLEANLINESS, AND DAMAGE</b></p>  |
|          | 8        | <p>Intercommunication connector cap installed</p>   |

| Seq. No. | Location | Item and Procedure  |
|----------|----------|---|
| 10.3     | 9        | <p><b>PYLONS (EXTERNAL STORES)</b></p> <p style="text-align: center;"><b>NOTE</b></p> <p style="text-align: center;">Use 10-power magnifying lens to check yoke and rack in pivot pin area.</p> <p><b>CRACKS, DISTORTION, CORROSION, AND MOUNTING SECURITY</b><br/> Visible wiring for chafing or damaged insulation and connection security<br/> Hydraulic lines for leakage, chafing, and connector security</p> <p><b>SAFETY PINS AND STREAMERS INSTALLED</b></p> <p><b>IF STORES NOT MOUNTED, CHECK UMBILICAL STOWAGE INSIDE PYLON LEADING EDGE FAIRING</b></p> <p style="text-align: center;"><b>CAUTION</b></p> <p style="text-align: center;">When handling sensor unit, do not press on sensor window. The glass is fragile and may be scratched, cracked, or broken.</p> |
| 10.4     | 10       | <p>Laser Detecting Sensor (forward) – Left Side</p> <p>Physical damage and mounting security</p> <p>Clean oil, dust, or other deposits from sensor window (TM 11-5841-304-12)</p>   |
| 10.5     | 11       | <p><b>FORWARD FUEL VENT AND LIGHTNING ARRESTOR</b></p> <p><b>OBSTRUCTIONS AND CLEANLINESS</b></p> <p><b>LIGHTNING ARRESTOR PACKING FOR DAMAGE AND SECURITY</b></p>  |



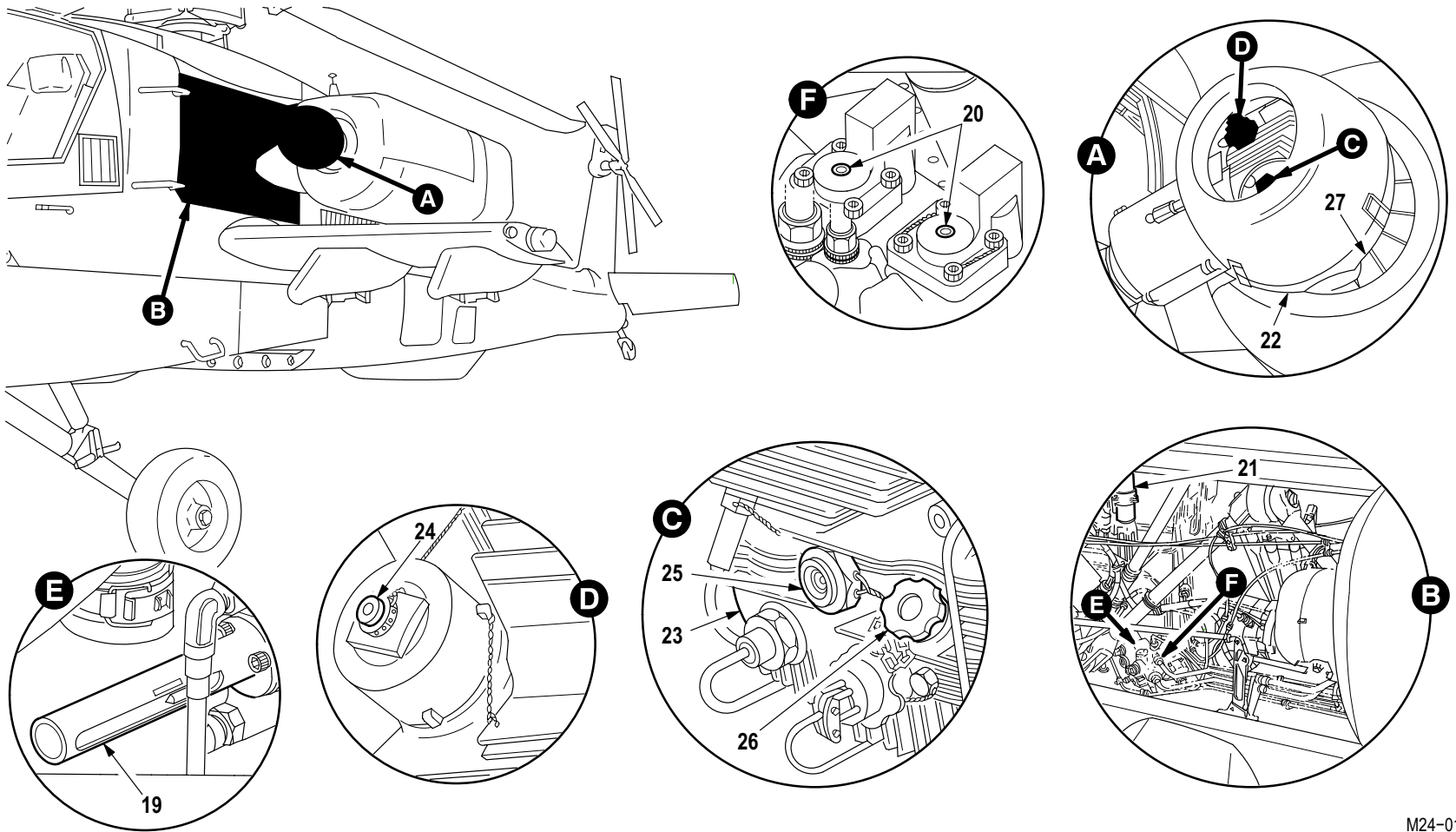




M24-018A

Figure 11. Inspection Area No. 10 (Sheet 2)

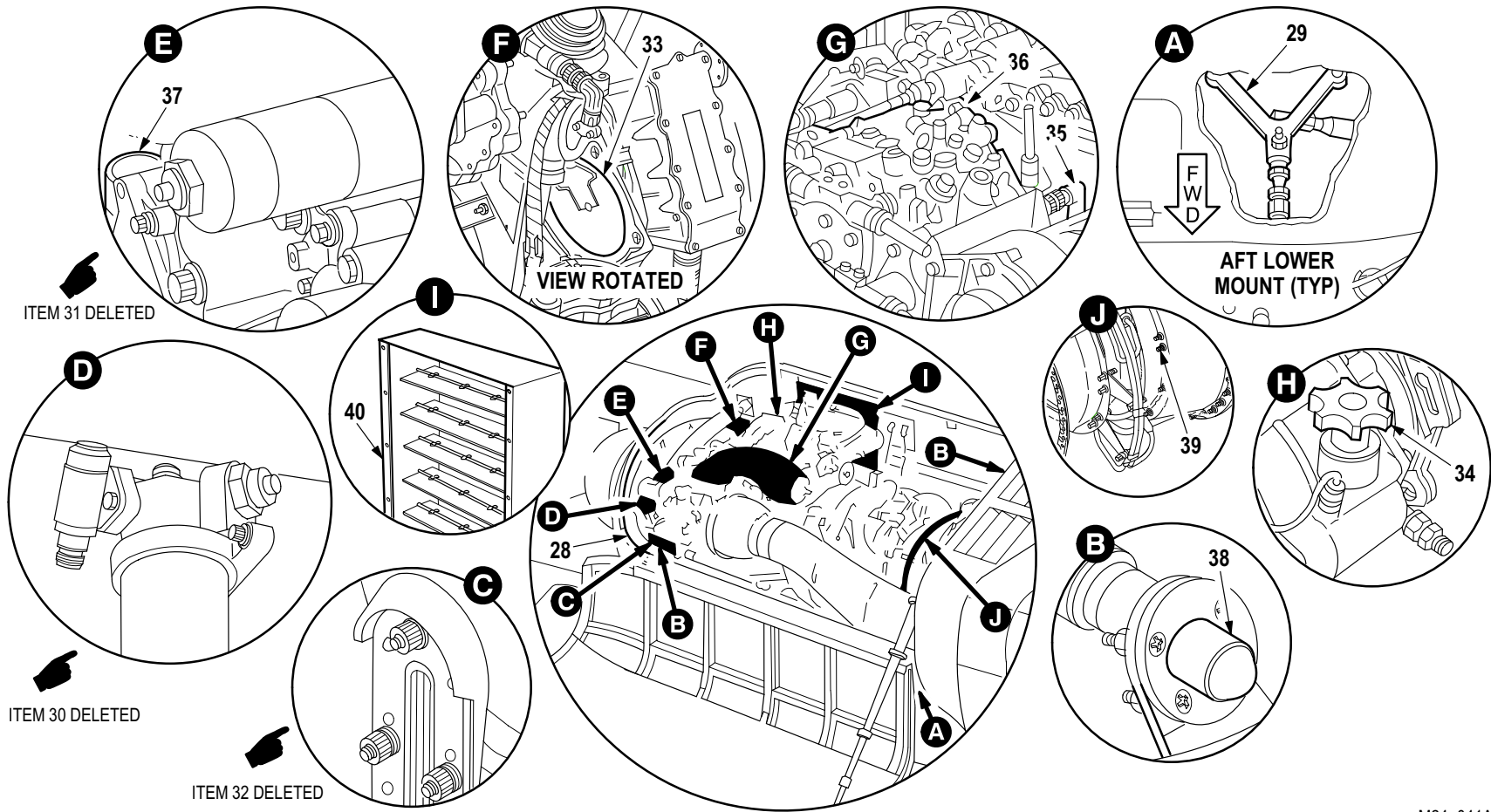
| Seq. No. | Location | Item and Procedure   |
|----------|----------|--|
| 10.6     | —        | <p>Main Transmission Deck (panel L200 removed)</p> <p style="text-align: center;"><b>CAUTION</b></p> <p style="text-align: center;">Do not use tail rotor control push-pull tubes as hand-holds.</p> <p>Interior panels and structure for cracks, distortion, and cleanliness</p> <p>Loose or missing hardware</p> <p>Interior components for physical damage and mounting security</p> <p>12 Generator for mounting security, power feeder for missing chafe protection, chafing, damaged insulation, proper routing, clamp and connection security</p> <p>Generator aft electrical lead clamp block for security and routing of leads</p> <p>13 Hydraulic pump for leakage and mounting security</p> <p>14 <b>VISUALLY INSPECT WITH MIRROR NO. 1 NOSE GEARBOX DRIVE SHAFT AND COUPLINGS FOR NICKS, DENTS, SCRATCHES, AND SECURITY</b></p> <p>15 Transmission housing for lube oil leakage and all hoses for condition (TM 1-1500-204-23)</p> <p>16 Transmission cover, flange bolt hole bosses and flange web areas for evidence of cracks or oil leakage</p> <p>17 Accessory gearcase cover for lube oil leakage</p> <p>18 <b>TRANSMISSION LUBE OIL LEVEL SIGHT GAGE FOR PROPER LEVEL INDICATION</b></p> <p>Fluid level indications on transmission left and right (Sequence 2.8 Location 14) sight gages must be averaged to derive proper oil level indication</p> <p>19 Transmission lube oil filter bypass indicator for popped button (dirty filter)</p> |



M24-019

Figure 11. Inspection Area No. 10 (Sheet 3)

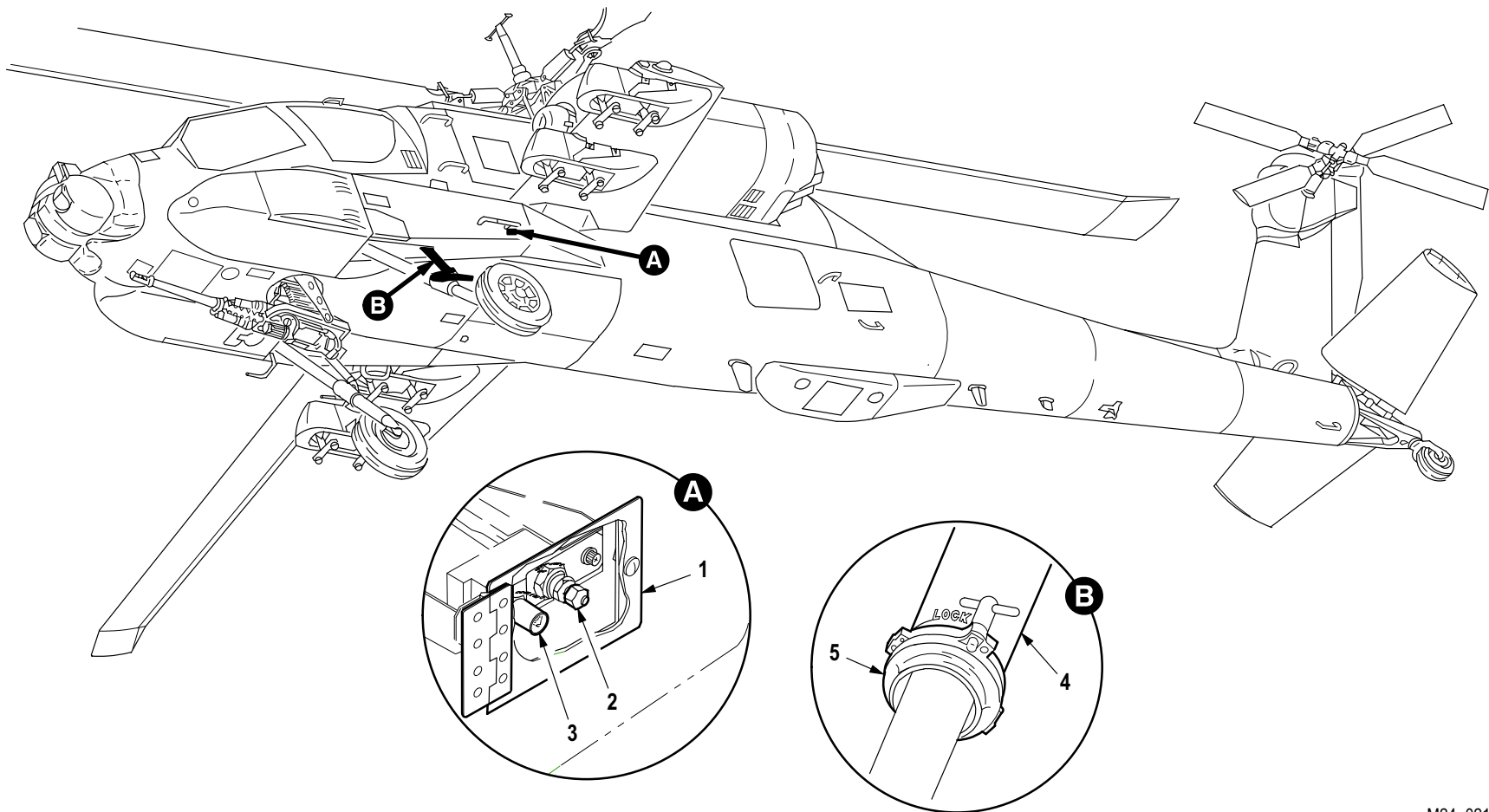
| Seq. No. | Location | Item and Procedure  |  |
|----------|----------|---|--|
| 10.7     | 20       | <b>PRIMARY HYDRAULIC MANIFOLD SIGHT GAGE FOR PROPER LEVEL INDICATION</b>  |  |
|          | 21       | Primary hydraulic filter bypass indicators for popped buttons (dirty filter)  |  |
|          | 22       | <b>LATERAL FLIGHT CONTROL SERVOACTUATOR</b>   |  |
|          |          | <b>CRACKS, DISTORTION, CORROSION, MOUNTING SECURITY, AND LOOSE OR MISSING PARTS<br/>FLUID LEAKAGE ON SERVOACTUATOR EXTERIOR</b> |  |
|          |          | Clean exposed piston rod with hydraulic fluid (MIL-H-83282)   |  |
|          |          | Visible wiring for chafing or damaged insulation and connection security  |  |
|          |          | Hydraulic and lube oil lines for leakage, chafing, and connector security   |  |
|          |          | Visible flex cables for kinking, proper routing, and clamping security  |  |
|          |          | 23  | <b>NOSE GEARBOX</b>  |
|          |          |   | Fairing for cracks, cleanliness, and for loose or missing hardware<br><b>(CHECK FOR POSSIBLE ENGINE FOD)</b> |
|          | 24       | Gearbox housing for lube oil leakage  |  |
|          | 25       | Lube oil filter bypass indicator for popped button (dirty filter)   |  |
|          | 26       | <b>LUBE OIL LEVEL SIGHT GAGE FOR PROPER LEVEL INDICATION</b>  |  |
|          | 27       | Oil filler cap for leakage and full closure   |  |
| 10.8     | 28       | <b>ENGINE AIR INLET<br/>OBSTRUCTIONS AND CLEANLINESS</b>  |  |



M24-041A

Figure 11. Inspection Area No. 10 (Sheet 4)

| Seq. No. | Location   | Item and Procedure  |
|----------|--|---|
| 10.9     | —  | <b>ENGINE</b> (work platform door LN1 opened)   |
|          | 29   | Interior panels and structure for cracks, distortion, and cleanliness   |
|          |  | Loose or missing hardware   |
|          |  | Engine components for physical damage and mounting security   |
|          |  | Power turbine, combustion chamber, compressor housing, exhaust nozzles, and IR suppressors for cracks, dents, and burned or buckled areas |
|          |  | <b>FUEL AND LUBE OIL LINES FOR LEAKAGE AND CHAFING</b>  |
|          |  | Visible flex cables for kinking, proper routing, and clamping security  |
|          | 30   | <b>ENGINE MOUNTS, PINS, AND BUSHINGS FOR CRACKS AND SECURITY</b>  |
|          | 31   | Deleted   |
|          | 32   | Deleted   |
|          | 33   | Deleted   |
|          | 34   | Engine lube oil filler cap for leakage and full closure   |
|          | 35   | Starter lube oil filler for proper oil level (to lip of filler neck), and for leakage and full cap closure                                |
|          | 36   | Overspeed and drain valve for leakage and connection security   |
|          | 37   | Hydromechanical control unit (HMU) for leakage and connection security  |
| 38       | Boost pump for leakage and connection security                           |   |
| 39       | <b>FIRE DETECTION SENSORS FOR DAMAGED LENS AND MOUNTING SECURITY</b>     |   |
|          | Clean lenses with tissue   |   |
|          | Visible wiring for chafing or damaged insulation and connection security |   |
| 40       | Engine turbine case for loose or broken third stage nozzle bolts         |   |
|          | Perform engine THIR inspection (TM 55-2840-248-23)                       |   |
| 41       | Engine cooling louvers for missing, flaked, or chipped paint             |   |

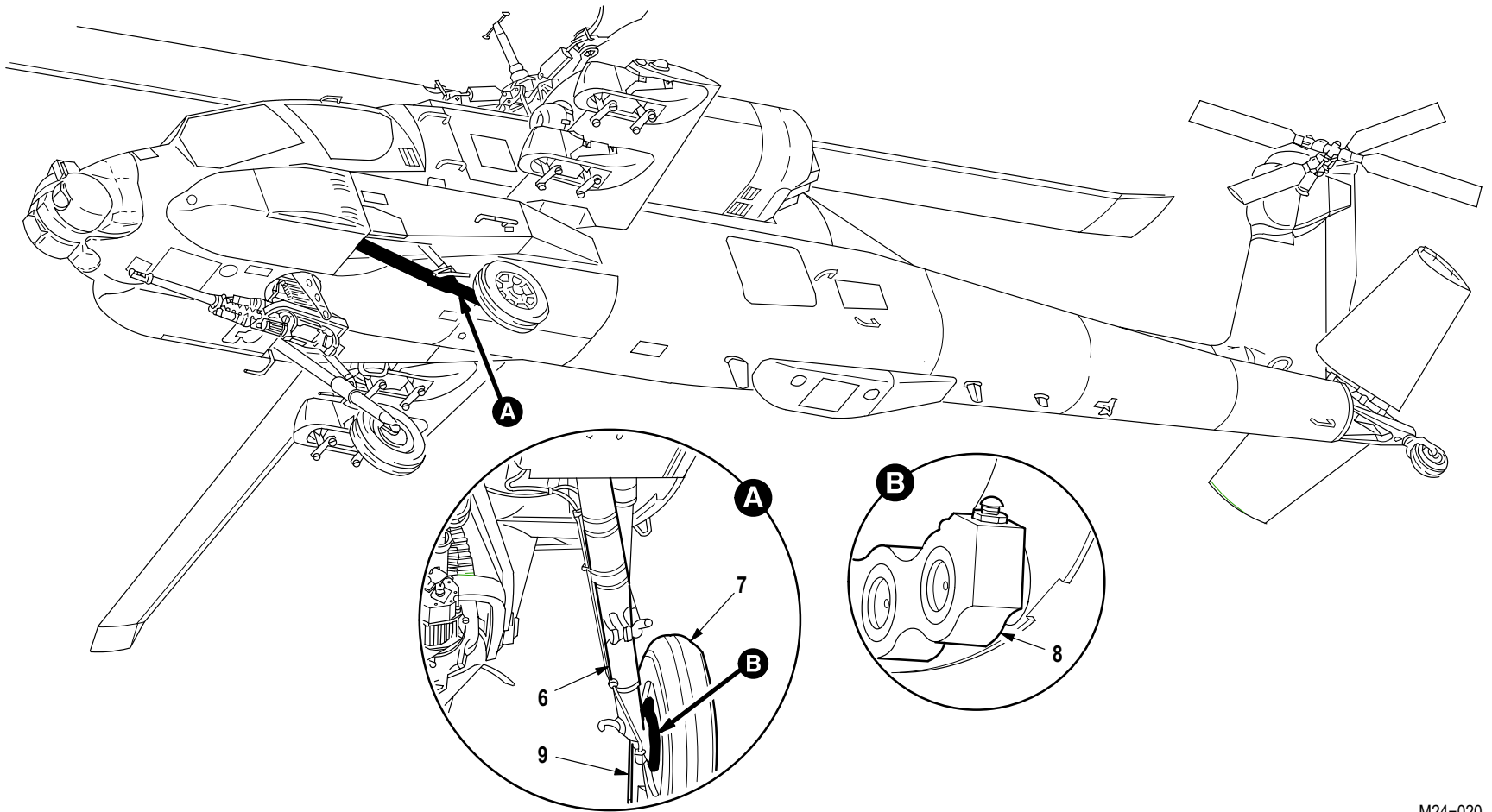


M24-021

Figure 12. Inspection Area No. 11 (Sheet 1 of 3)

| Seq. No.                            | Location    | Item and Procedure   |
|-------------------------------------|-------------|--|
| <b>FUSELAGE – LEFT SIDE FORWARD</b> |             |  |
| <b>POWER OFF</b>                    |             |  |
| 11.1                                | —           | Exterior Surfaces<br>Skin areas for cracks and distortion<br>Loose or missing hardware<br>Access panels and fairings for mounting security<br>Exposed hydraulic lines for leakage, chafing, and security   |
| 11.2                                | 1<br>2<br>3 | Open Door L187<br><b>UTILITY RETURN ACCUMULATOR VALVE FOR MISSING DUST CAP, LEAKAGE</b><br><b>UTILITY RETURN ACCUMULATOR PRESSURE GAGE FOR PROPER PRESSURE INDICATION</b>  |
| 11.3                                | 4<br><br>5  | <b>MAIN LANDING GEAR SHOCK STRUT</b><br><b>CRACKS, DISTORTION, AND CORROSION</b><br><b>STRUT TOP AND BOTTOM MOUNTS FOR SECURITY</b><br><b>FLUID LEAKAGE ON STRUT EXTERIOR</b><br><b>STRUT EXTENSION FOR NORMAL HELICOPTER GROUND ATTITUDE</b><br>Clean exposed piston rod with lubricating oil (VVL800A)<br><b>LOCKING SHEAR COLLAR IN LOCKED POSITION (RED STRIPE VISIBLE AND LOCK PIN INSTALLED)</b><br><b>COLLAR FOR CRACKS</b> |



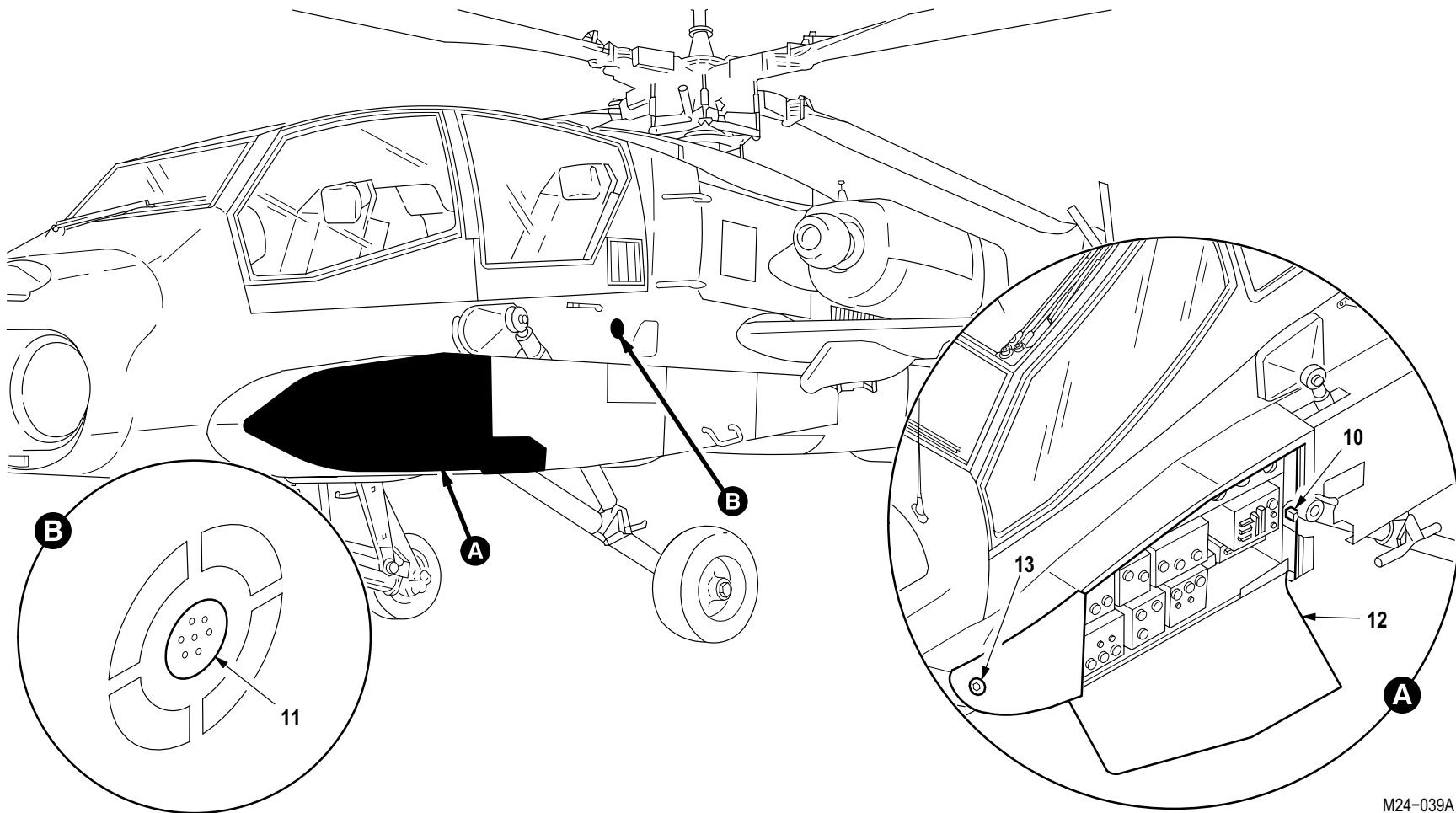


M24-020

Figure 12. Inspection Area No. 11 (Sheet 2)

| Seq. No. | Location | Item and Procedure  |
|----------|----------|---|
| 11.4     | 6        | <b>MAIN LANDING GEAR TRAILING ARM<br/>           ARM AND STEP FOR CRACKS, DISTORTION, AND SECURITY<br/>           LOOSE OR MISSING HARDWARE</b>   |
| 11.5     | 7        | <b>MAIN LANDING GEAR WHEEL<br/>           CRACKS AND DISTORTION<br/>           TIRE FOR BLISTERS, CUTS, WEAR AND PROPER INFLATION<br/>           HUB FOR GREASE LEAKAGE<br/>           AXLE NUT FOR SECURITY<br/>           WHEEL NUTS FOR CRACKS</b> |
| 11.6     | 9        | <b>8</b><br><b>BRAKE HOUSING FOR CRACKS, HYDRAULIC FLUID LEAKAGE, AND MOUNTING SECURITY</b><br>Hydraulic brake lines for chafing, leakage, and security   |
|          |          | Static Ground Cable<br>Mounting security and ground contact   |

**“FOD REMINDER”**

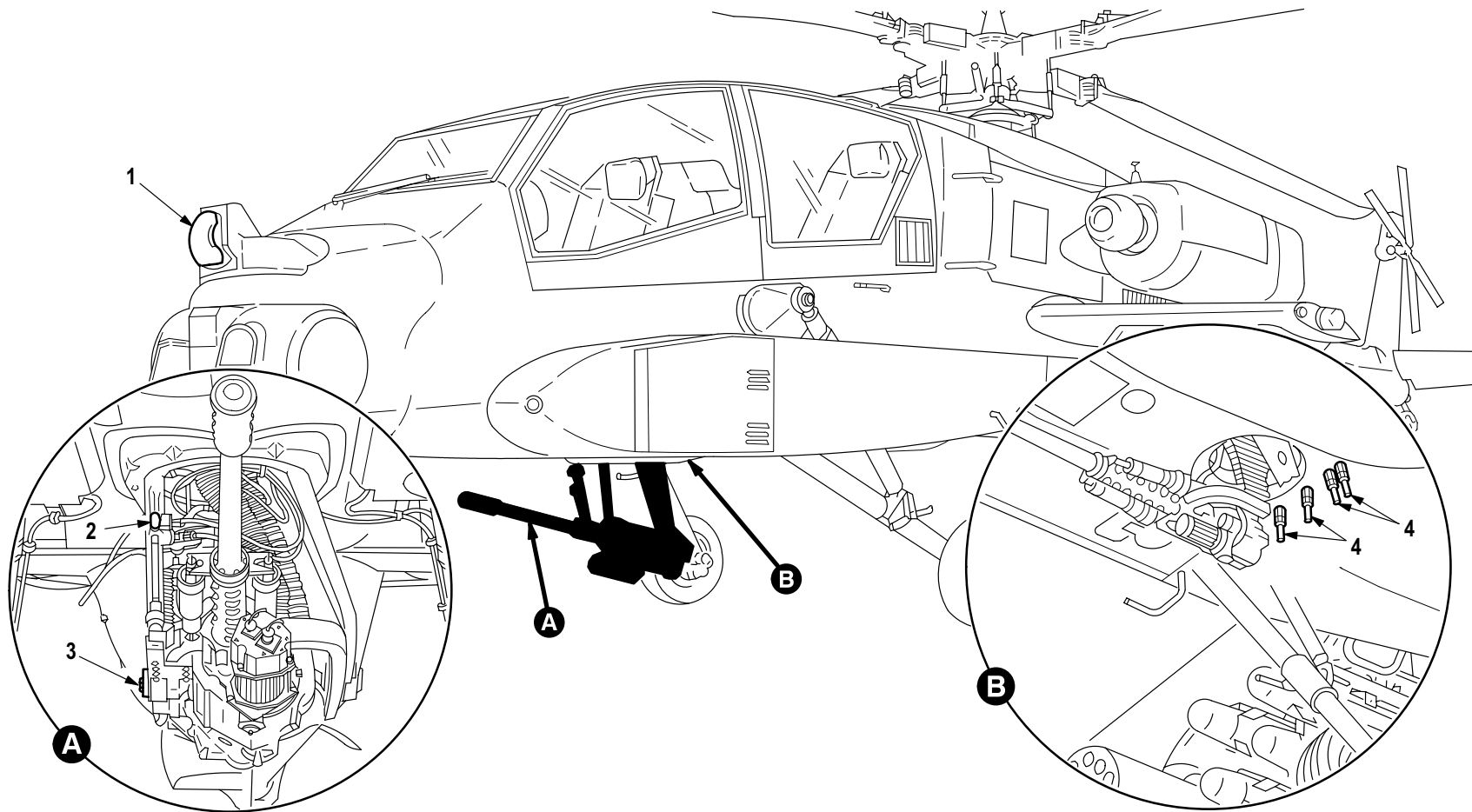


M24-039A

Figure 12. Inspection Area No. 11 (Sheet 3)

| Seq. No. | Location | Item and Procedure   |
|----------|----------|--|
| 11.7     | —<br>10  | Open Mooring Lug Door L115<br>Main landing gear squat switch for connection and mounting security  |
| 11.8     | 11       | <b>STATIC PORT</b><br><b>CHECK FOR OBSTRUCTIONS, CLEANLINESS, AND DAMAGE</b>   |
| 11.9     | 12       | Open Avionics Door L90<br>Interior panels for cracks and cleanliness<br>Loose or missing hardware<br>Interior components for physical damage and mounting security<br>Visible wiring for chafing or damaged insulation and connection security<br>Ammo conveyor for damaged or cracked carriers and tracks |
| 11.10    | 13       | Radar Warning Antenna<br>Physical damage and mounting security   |

**“FOD REMINDER”**



M24-040

Figure 13. Inspection Area No. 12

| Seq. No. | Location | Item and Procedure   |
|----------|----------|--|
| 12.1     | —        | <p style="text-align: center;"><b>NOSE SECTION</b></p> <p style="text-align: center;"><b>POWER OFF</b></p> <p>Exterior Surfaces</p> <ul style="list-style-type: none"> <li>Skin areas for cracks and distortion</li> <li>Loose or missing hardware</li> <li>Access panels and fairings for mounting security</li> </ul> <p style="text-align: center;"><b>WARNING</b></p> <p style="text-align: center;"><b>Do not touch TADS/PNVS shroud windows. Electrical shock can result, and heaters in these fairings can cause serious burns. If shock or burns occur, seek medical aid.</b></p> <p style="text-align: center;"><b>CAUTION</b></p> <p>TADS/PNVS turret components can be seriously damaged if improperly handled. Do not attempt to clean these items during the 10 hour/14 day inspection. Even if electrical power is off, touching shroud window creates an unnecessary cleaning task.</p> |
| 12.2     | 1        | <p>TADS/PNVS Turret and Components</p> <ul style="list-style-type: none"> <li>Upper (PNVS) and lower (TADS) turret housings for physical damage, cleanliness, and alinement</li> <li>Painted surfaces for chipping or peeling that will cause reflection</li> <li>PNVS mounting screws for broken torque stripe</li> </ul>   |
| 12.3     | 2        | <p>Area Weapon Elevation Control Servoactuator</p> <ul style="list-style-type: none"> <li>Cracks, distortion, corrosion, and security</li> <li>Fluid leakage on servoactuator exterior</li> <li>Clean exposed piston rod with hydraulic fluid (MIL-H-83282)</li> </ul>   |

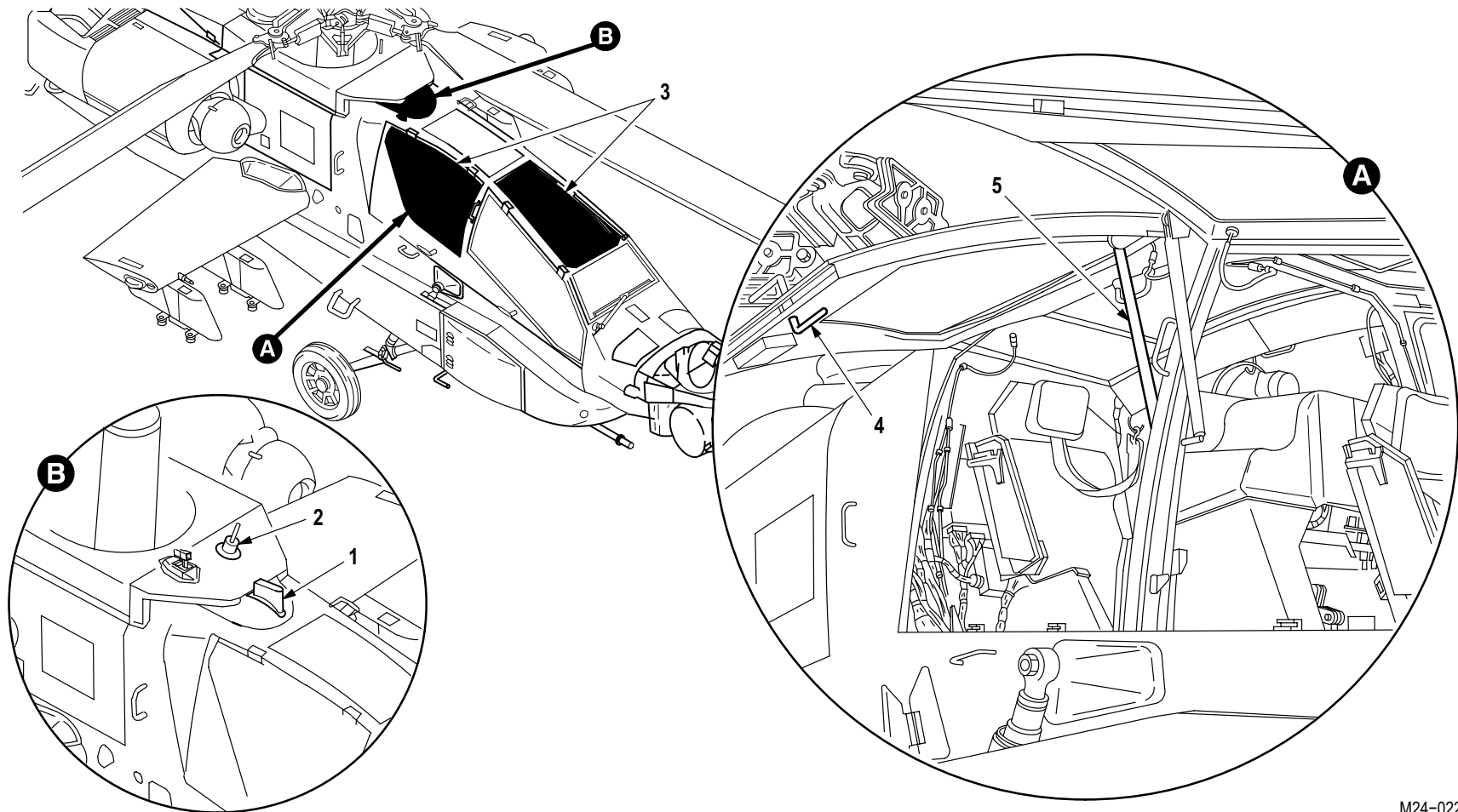
**“FOD REMINDER”**

| Seq. No. | Location | Item and Procedure  |
|----------|----------|---|
| 12.4     | 3        | Area Weapon and Turret<br>Cracks, distortion, security, and alinement<br>Visible wiring for chafing or damaged insulation and connection security<br>Exposed hydraulic lines for leakage, chafing, and security |
| 12.5     | 4        | <b>PITOT AND STATIC DRAINS</b><br><b>EXTERNAL DRAIN FITTINGS FOR OBSTRUCTION AND DAMAGE</b><br><b>DRAIN AND CHECK FOR MOISTURE</b>  |

**“FOD REMINDER”**







M24-022

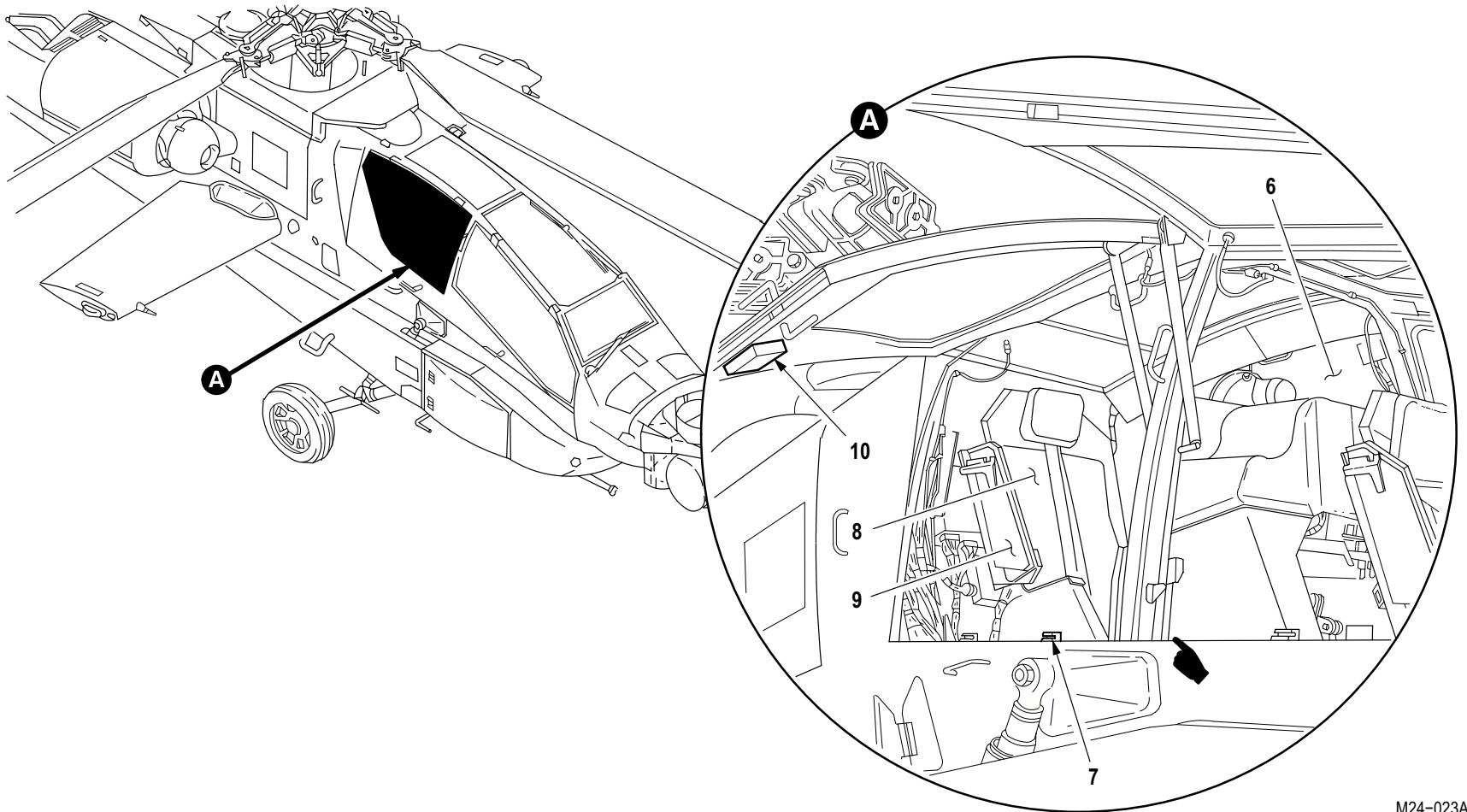
Figure 14. Inspection Area No. 13 (Sheet 1 of 3)

| Seq. No. | Location | Item and Procedure  |
|----------|----------|---|
| 13.1     | —        | <p style="text-align: center;"><b>PILOT STATION</b></p> <p style="text-align: center;"><b>POWER OFF</b></p> <p>Exterior Surfaces</p> <ul style="list-style-type: none"> <li>Skin areas for cracks and distortion</li> <li>Loose or missing hardware</li> <li>Panels, doors, fairings, and canopy frame for mounting security</li> </ul> |
| 13.2     | 1        | <p>Doghouse Fairing</p> <ul style="list-style-type: none"> <li>Radar Jammer Antenna</li> <li>Physical damage and mounting security</li> </ul>   |
| 13.3     | 2        | <p>IFF Antenna</p> <ul style="list-style-type: none"> <li>Physical damage and mounting security</li> <li>Clean any oil, dust, or other deposits from radiating surface</li> </ul>   |
| 13.4     | 3        | <p style="text-align: center;"><b>WINDSHIELD AND WINDOW GLASS</b></p> <p style="text-align: center;"><b>CRACKS, CHIPS, SCRATCHES, DISTORTION, AND CLEANLINESS</b></p>   |
| 13.4     | 4        | <p>Canopy Latch</p> <ul style="list-style-type: none"> <li>Lock-position security</li> <li>Proper release function</li> </ul>   |

| Seq. No. | Location | Item and Procedure   |
|----------|----------|--|
| 13.5     | 5        | <p>Canopy Support Strut<br/>Full extension and open-position support</p> <p style="text-align: center;"><b>CAUTION</b></p> <p>To prevent damage to shearpin activated decoupler (SPAD) shearpins in BUCS activated aircraft, do not force directional pedals and cyclic or collective sticks against any resistance.</p> |

**“FOD REMINDER”**





M24-023A

Figure 14. Inspection Area No. 13 (Sheet 2)

| Seq. No. | Location | Item and Procedure   |
|----------|----------|--|
| 13.6     | —        | <p><b>COMPARTMENT INTERIOR (CANOPY DOOR OPENED)</b></p> <ul style="list-style-type: none"> <li>Panel and structure for cracks and cleanliness</li> <li>Loose or missing hardware</li> <li>Electrical connectors for security</li> <li>Visible wiring for chafing or damaged insulation and connection security</li> </ul>  |
|          | 6        | <p><b>TRANSPARENT BARRIER FOR DAMAGE, MOUNTING SECURITY, AND CLEANLINESS</b></p>   |
| 13.7     | 7        | <p>Canopy Switch</p> <ul style="list-style-type: none"> <li>Security and alinement on canopy door frame</li> </ul>   |
| 13.8     | 8        | <p>Crew Seat</p> <ul style="list-style-type: none"> <li>Cushions for torn fabric or open seams</li> <li>Harness and seat belt for webbing damage and fastener security</li> <li>Seat vertical spring-action</li> <li>Ensure seat attach pins are properly installed</li> <li>Harness reel out, return, and auto lock feature</li> <li>Seat belt/harness latch assembly for proper operation</li> </ul> |
|          | 9        | <ul style="list-style-type: none"> <li>Right armor panel pivot and latching functions</li> </ul>   |
| 13.9     | 10       | <p>First Aid Kit</p> <ul style="list-style-type: none"> <li>Expiration date and seal</li> </ul>  |
| 13.10    |          | <p>HDU</p> <ul style="list-style-type: none"> <li>General condition of HDU, connectors, and optics for damage and security</li> </ul>  |
| 13.11    |          | <p>HDU Holster</p> <ul style="list-style-type: none"> <li>General condition and security of holster mount</li> </ul>   |

**"FOD REMINDER"**

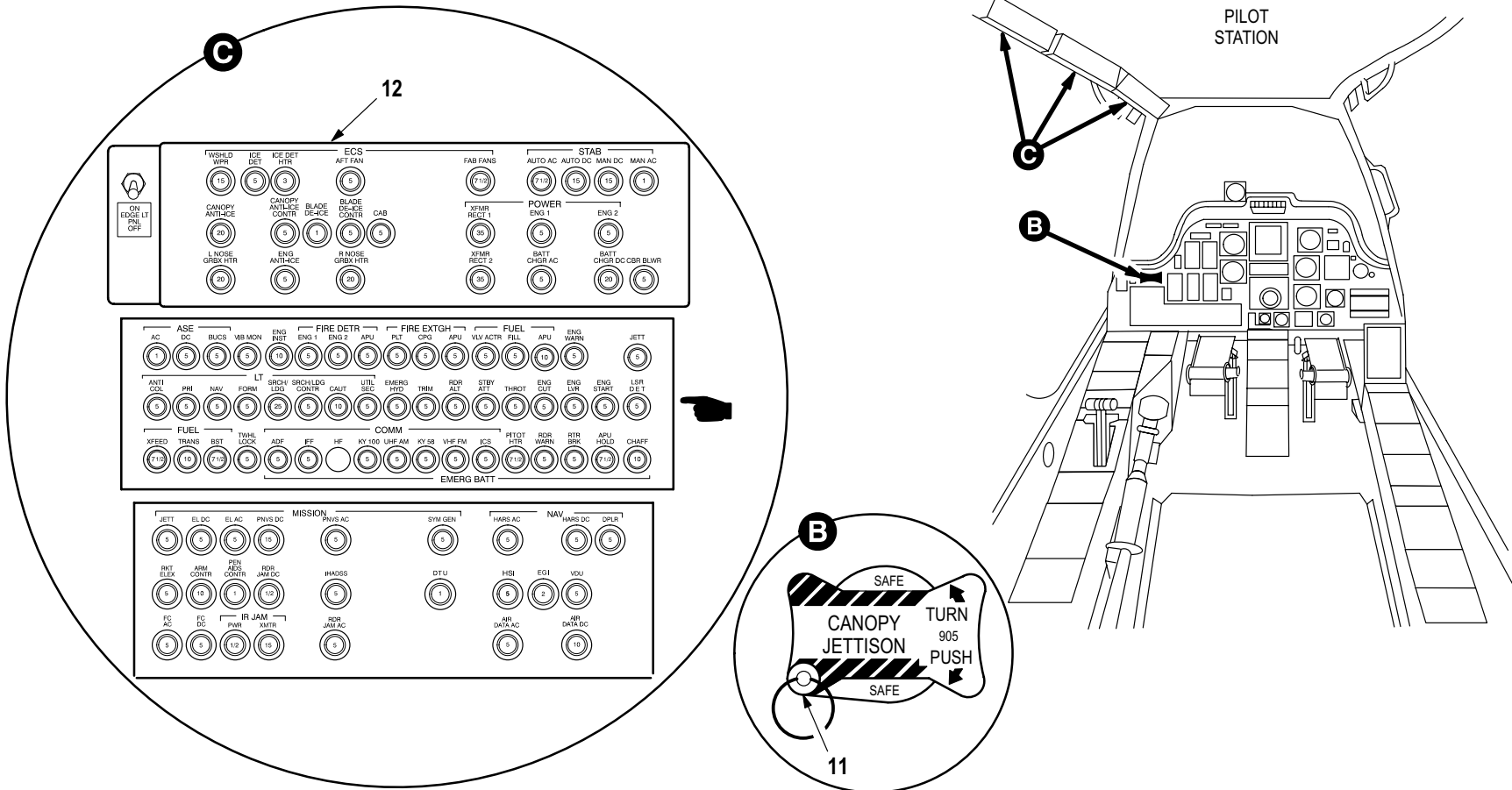
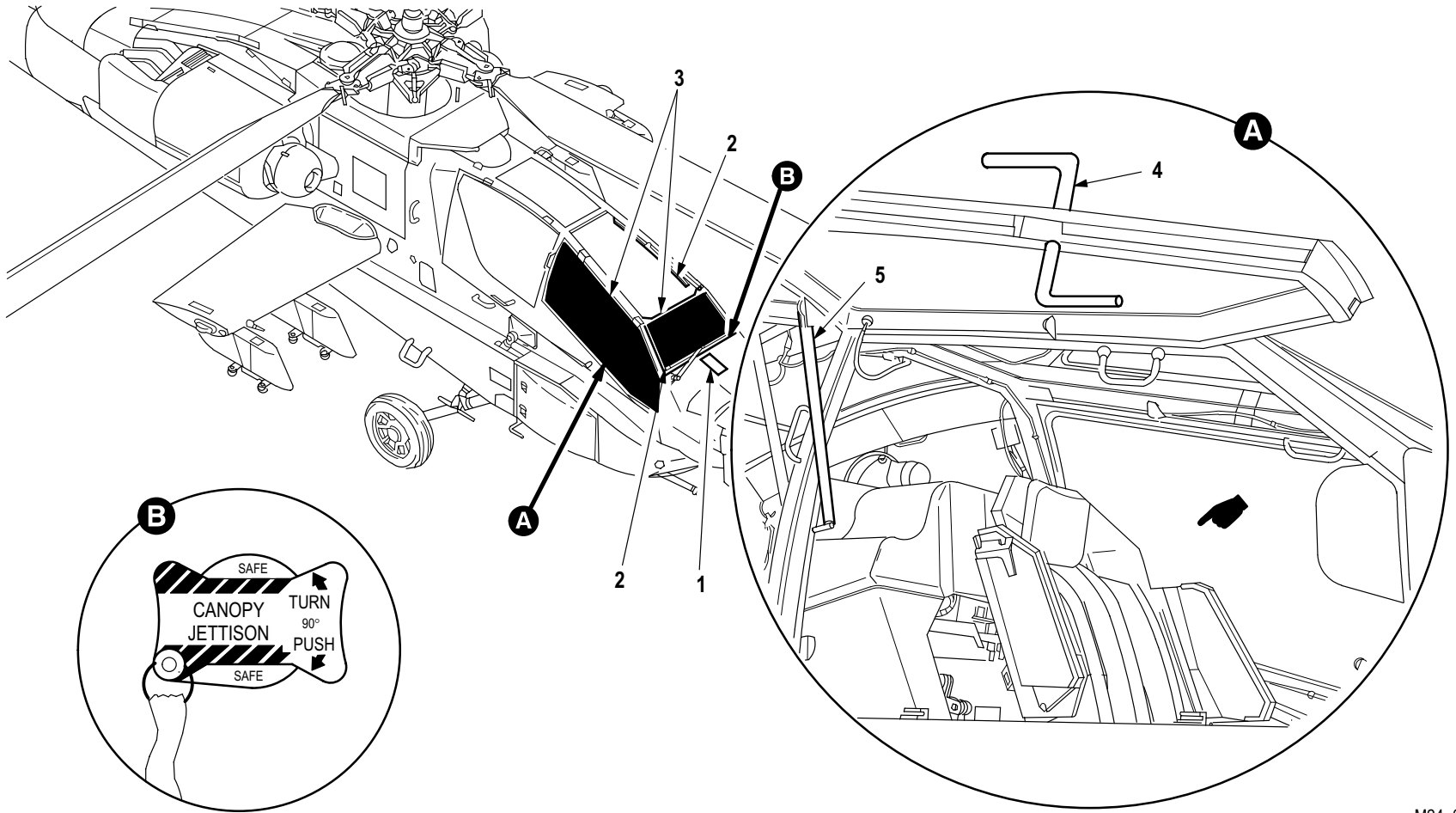


Figure 14. Inspection Area No. 13 (Sheet 3)

| Seq. No. | Location | Item and Procedure  |
|----------|----------|---|
| 13.12    | —<br>11  | <b>CANOPY JETTISON PANEL<br/>SAFETY PIN INSTALLED</b>   |
| 13.13    | —<br>12  | <b>CIRCUIT BREAKER PANELS<br/>SWITCHES AND CIRCUIT BREAKERS FOR PHYSICAL DAMAGE AND MOUNTING SECURITY</b> |

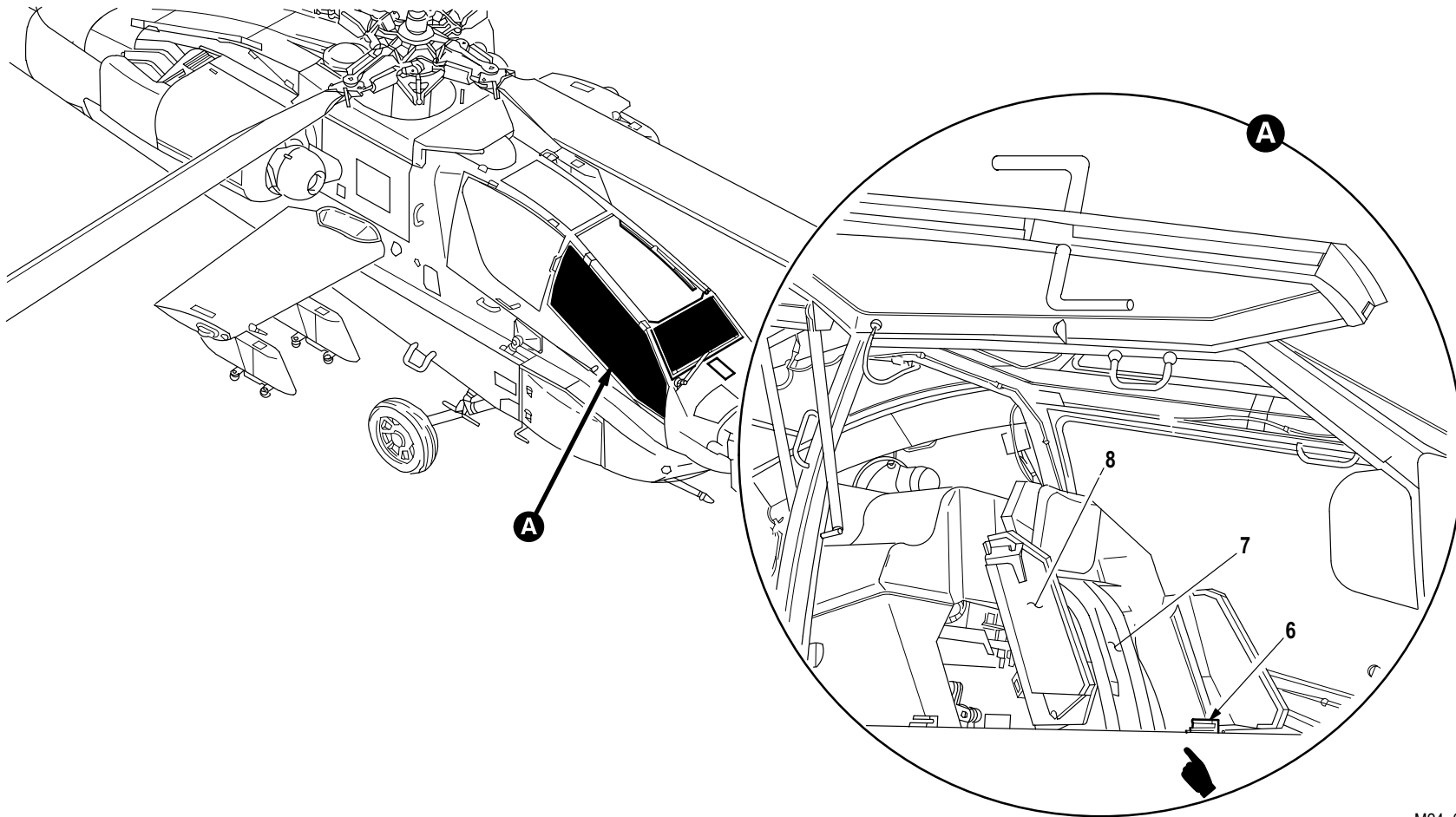




M24-002

Figure 15. Inspection Area No. 14 (Sheet 1 of 3)

| Seq. No. | Location | Item and Procedure  |
|----------|----------|---|
| 14.1     | —        | <p style="text-align: center;"><b>CPG STATION</b></p> <p style="text-align: center;"><b>POWER OFF</b></p> <p>External Surfaces</p> <ul style="list-style-type: none"> <li>Skin areas for cracks and distortion</li> <li>Loose or missing hardware</li> <li>Panels, doors, fairings, and canopy frame for mounting security</li> </ul> |
| 14.2     | 1        | <p>Open <b>CANOPY EMERGENCY RELEASE</b> Door T50</p> <p style="text-align: center;"><b>CANOPY JETTISON SAFETY PIN AND FLAG INSTALLED</b></p>  |
| 14.3     | 2        | <p>Windshield Wipers</p> <ul style="list-style-type: none"> <li>Blade and arm for physical damage, security, and cleanliness</li> <li>Blade for park-position (windshield bottom frame alignment)</li> </ul>  |
| 14.4     | 3        | <p style="text-align: center;"><b>WINDSHIELD AND WINDOW GLASS</b></p> <p style="text-align: center;"><b>CRACKS, CHIPS, SCRATCHES, DISTORTION, AND CLEANLINESS</b></p>   |
| 14.5     | 4        | <p>Canopy Latch</p> <ul style="list-style-type: none"> <li>Locked-position security</li> <li>Proper release function</li> </ul>   |
| 14.6     | 5        | <p>Canopy Support Strut</p> <ul style="list-style-type: none"> <li>Full extension and open-position support</li> </ul>  |



M24-003A

Figure 15. Inspection Area No. 14 (Sheet 2)

| Seq. No. | Location | Item and Procedure   |
|----------|----------|--|
| 14.7     | —        | Compartment Interior (canopy door opened)<br>Panels and structure for cracks and cleanliness<br>Loose or missing hardware<br>Visible wiring for chafing or damaged insulation and connection security  |
| 14.8     | 6        | Canopy Switch<br>Security and alinement on canopy door frame   |
| 14.9     | 7        | Crew Seat<br>Cushions for torn fabric or open seams<br>Harness and seat belt for webbing damage and fastener security<br>Seat vertical spring-action<br>Ensure seat attach pins are properly installed<br>Harness reel out, return, and auto lock feature<br>Seat belt/harness latch assembly for proper operation |
| 14.10    | 8        | HDU<br>General condition of HDU, connectors, and optics for damage and security  |
| 14.11    |          | HDU Holster<br>General condition and security of holster mount   |

**“FOD REMINDER”**

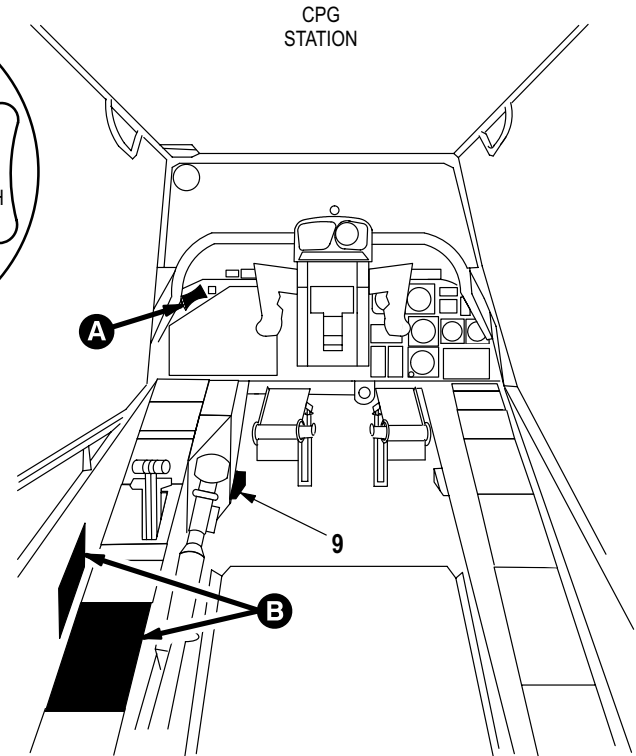
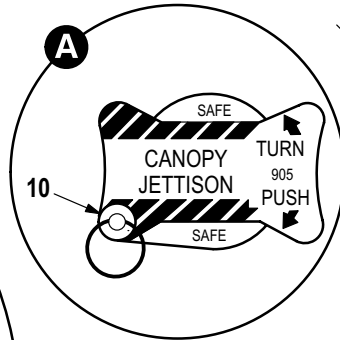
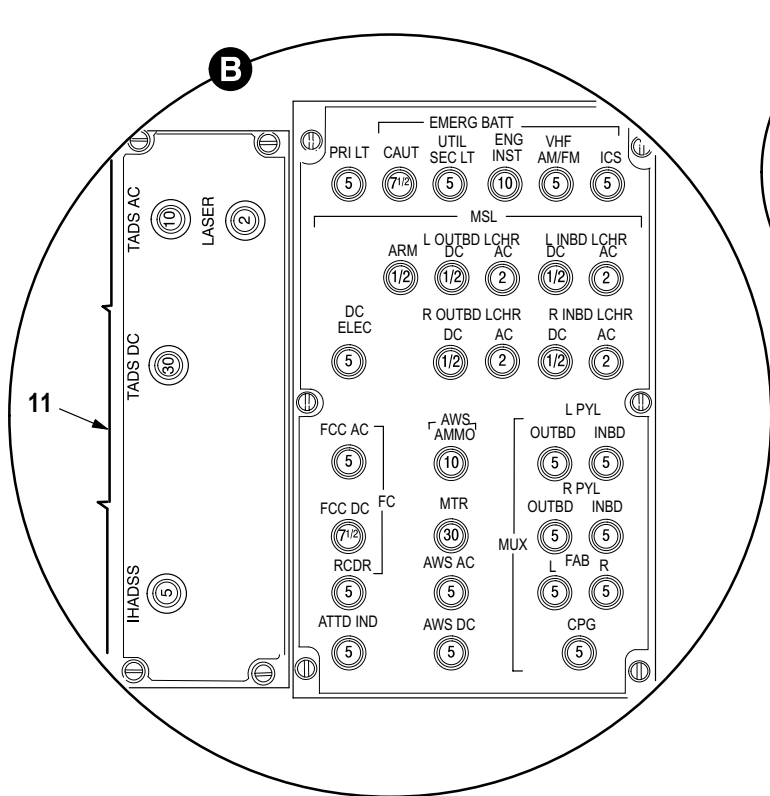


Figure 15. Inspection Area No. 14 (Sheet 3)

| Seq. No. | Location | Item and Procedure  |
|----------|----------|---|
| 14.12    | 9        | First Aid Kit<br>Seal and expiration date   |
| 14.13    | 10       | <b>CANOPY JETTISON PANEL<br/>SAFETY PIN INSTALLED</b>   |
| 14.14    | 11       | <b>CIRCUIT BREAKER PANELS<br/>SWITCHES AND CIRCUIT BREAKERS FOR PHYSICAL DAMAGE AND MOUNTING SECURITY</b> |

**“FOD REMINDER”**

Check work area for tools and parts after completion of maintenance and inspection

| Seq. No. | Location                      | Item and Procedure   |
|----------|-------------------------------|--|
| 3.11     | <p>—</p> <p>—</p>             | <p style="text-align: center;"><b>POWER ON</b></p> <p style="text-align: center;"><b>WARNING</b></p> <p style="text-align: center;"><b>Perform helicopter safety procedures before starting APU or applying external power.</b></p> <p style="text-align: center;"><b>NOTE</b></p> <p style="text-align: center;">If the APU is not used for the power on procedural checks, pressurized air and electrical power must be applied to the helicopter to complete the nitrogen inerting unit operational check.</p> <p>Start helicopter APU (TM 1-1520-238-23)<br/>(GEN 1 and GEN 2 lights extinguish – GEN switch to GEN)<br/>Verify UTIL ACC, PRI, and UTIL HYD pressure levels</p> <p>Apply external power (if APU not used) (TM 1-1520-238-23)</p> |
|          | <p>Fig. 4<br/>8</p> <p>15</p> | <p style="text-align: center;"><b>AFT ELECTRONICS EQUIPMENT BAY (POWER ON)</b></p> <p><b>OPEN ELECTRONICS EQUIPMENT ACCESS DOOR R295</b></p> <p><b>NITROGEN INERTING MONITOR FOR BLACK AND WHITE (FAIL) DISK</b><br/><b>PRESS NITROGEN INERT MONITOR PRESS-TO-TEST</b></p> <p style="text-align: center;"><b>NOTE</b></p> <p style="text-align: center;">Press-to-test simulates a fault in the nitrogen inerting unit. A fault with the NIU is indicated by the black and white nitrogen inert monitor indicator.</p> <p><b>RESET NITROGEN INERT MONITOR INDICATOR BY MANUALLY ROTATING THE KNURLED RING<br/>CLOCKWISE 90 DEGREES AND RELEASE</b></p>   |

**“FOD REMINDER”**

| Seq. No. | Location     | Item and Procedure  |
|----------|--------------|---|
|          |              | <p><b>CHECK THAT THE NITROGEN INERT MONITOR INDICATOR IS ALL BLACK</b></p> <p><b>NOTE</b></p> <p>An all black nitrogen inert monitor indicates the NIU is operating normally.</p>   |
| 13.14    | Fig. 14<br>— | <p><b>PILOT STATION (POWER ON)</b></p> <p><b>CONDUCT ELECTRICAL POWER CHECK</b></p> <p><b>CAUTION AND WARNING LIGHT PRESS-TO-TEST FUNCTIONS</b></p> <p><b>ENGINE AND FUEL INSTRUMENTS – RECORD FUEL QUANTITY INDICATIONS</b></p> <p><b>FIRE DETECTION INSTRUMENTS</b></p> |
| 13.15    | —            | <p><b>CONDUCT LIGHTING CHECK</b></p> <p><b>INTR LTS CONTROL</b></p> <p><b>EXT LTS CONTROL</b></p> <p><b>SRCH LT CONTROL</b></p> <p><b>PRESS-TO-TEST FUNCTIONS</b></p>   |
| 13.16    | —            | <p><b>CONDUCT POWER LEVER CHECK</b></p> <p><b>NOTE</b></p> <p>Verify RTR BK switch in OFF position during power lever check.</p> <p><b>POWER LEVERS IN LOCKOUT AND OFF POSITIONS</b></p>  |



| Seq. No. | Location | Item and Procedure  |
|----------|----------|---|
| 13.17    | —        | <p><b>CONDUCT FLIGHT CONTROL GROUND CHECK</b></p> <p style="text-align: center;"><b>WARNING</b></p> <p style="text-align: center;">Personnel must be clear of rotors and stabilator before operating flight controls.</p> <p><b>COLLECTIVE STICK FOR FULL UP AND DOWN POSITIONS</b><br/> <b>CYCLIC STICK FOR FULL FORWARD, AFT, RIGHT, AND LEFT POSITIONS</b><br/> <b>LEFT AND RIGHT DIRECTIONAL PEDALS FOR FULL FORWARD AND AFT POSITIONS</b><br/> <b>STABILATOR NOSE UP AND NOSE DOWN POSITION SWITCH</b></p> |
| 14.15    | —        | <p style="text-align: center;">Fig. 15 <span style="float: right;"><b>CPG STATION (POWER ON)</b></span></p> <p><b>CONDUCT ELECTRICAL POWER CHECK</b><br/> <b>CAUTION AND WARNING LIGHT PRESS-TO-TEST FUNCTIONS</b><br/> <b>ENGINE AND FUEL INSTRUMENTS</b></p>  |
| 14.16    | —        | <p><b>CONDUCT LIGHTING CHECK</b><br/> <b>INTR LTS CONTROL</b><br/> <b>SRCH LT CONTROL</b><br/> <b>PRESS-TO-TEST FUNCTIONS</b></p>   |
| 14.17    | —        | <p><b>CONDUCT POWER LEVER CHECK</b></p> <p style="text-align: center;"><b>NOTE</b></p> <p style="text-align: center;">Verify pilot RTR BK switch in OFF position during power lever check.</p> <p><b>POWER LEVERS IN LOCKOUT AND OFF POSITIONS</b></p>  |

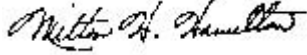
**"FOD REMINDER"**

| Seq. No. | Location | Item and Procedure   |
|----------|----------|--|
| 14.18    | —        | <p><b>CONDUCT FLIGHT CONTROL GROUND CHECK</b></p> <p style="text-align: center;"><b>WARNING</b></p> <p style="text-align: center;"><b>Personnel must be clear of rotors and stabilator before operating flight controls.</b></p> <p><b>COLLECTIVE STICK FRICTION LEVER SECURED WITH BREAKAWAY WIRE</b><br/> <b>COLLECTIVE STICK FOR FULL UP AND DOWN POSITIONS</b><br/> <b>CYCLIC STICK FOR FULL FORWARD, AFT, RIGHT, AND LEFT POSITIONS</b><br/> <b>LEFT AND RIGHT DIRECTIONAL PEDALS FOR FULL FORWARD AND AFT POSITIONS</b><br/> <b>STABILATOR NOSE UP AND NOSE DOWN POSITION SWITCH</b></p> |
| 14.19    | —        | Fold (stow) cyclic stick   |
| 14.20    | —        | Shut down APU (TM 1-1520-238-23)   |
| 14.21    | —        | Disconnect external power (if APU not used) (TM 1-1520-238-23)   |
| 14.22    | —        | Pilot to perform engine run up (14 day requirement only)   |

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NO.

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AND WHAT SHOULD BE DONE ABOUT IT.

TEAR ALONG PERFORATED LINE

PRINTED NAME, GRADE OR TITLE AND TELEPHONE NUMBER

SIGN HERE

# THE METRIC SYSTEM AND EQUIVALENTS

## WEIGHT MEASURE

1 Centimeter = 10 Millimeters = 0.01 Meters = 0.3937 Inches  
 1 Meter = 100 Centimeters = 1000 Millimeters = 39.37 Inches  
 1 Kilometer = 1000 Meters = 0.621 Miles

## WEIGHTS

1 Gram = 0.001 Kilograms = 1000 Milligrams = 0.035 Ounces  
 1 Kilogram = 1000 Grams = 2.2 lb.  
 1 Metric Ton = 1000 Kilograms = 1 Megagram = 1.1 Short Tons

## LIQUID MEASURE

1 Milliliter = 0.001 Liters = 0.0338 Fluid Ounces  
 1 Liter = 1000 Milliliters = 33.82 Fluid Ounces

## SQUARE MEASURE

1 Sq. Centimeter = 100 Sq. Millimeters = 0.155 Sq. Inches  
 1 Sq. Meter = 10,000 Sq. Centimeters = 10.76 Sq. Feet  
 1 Sq. Kilometer = 1,000,000 Sq. Meters = 0.386 Sq. Miles

## CUBIC MEASURE

1 Cu. Centimeter = 1000 Cu. Millimeters = 0.06 Cu. Inches  
 1 Cu. Meter = 1,000,000 Cu. Centimeters = 35.31 Cu. Feet

## TEMPERATURE

$5/9(^{\circ}\text{F} - 32) = ^{\circ}\text{C}$   
 212° Fahrenheit is equivalent to 100° Celsius  
 90° Fahrenheit is equivalent to 32.2° Celsius  
 32° Fahrenheit is equivalent to 0° Celsius  
 $9/5^{\circ}\text{C} + 32 = ^{\circ}\text{F}$

## APPROXIMATE CONVERSION FACTORS

| TO CHANGE              | TO                   | MULTIPLY BY |
|------------------------|----------------------|-------------|
| Inches                 | Centimeters          | 2.540       |
| Feet                   | Meters               | 0.305       |
| Yards                  | Meters               | 0.914       |
| Miles                  | Kilometers           | 1.609       |
| Square Inches          | Square Centimeters   | 6.451       |
| Square Feet            | Square Meters        | 0.093       |
| Square Yards           | Square Meters        | 0.836       |
| Square Miles           | Square Kilometers    | 2.590       |
| Acres                  | Square Hectometers   | 0.405       |
| Cubic Feet             | Cubic Meters         | 0.028       |
| Cubic Yards            | Cubic Meters         | 0.765       |
| Fluid Ounces           | Milliliters          | 29.573      |
| its                    | Liters               | 0.473       |
| arts                   | Liters               | 0.946       |
| allons                 | Liters               | 3.785       |
| Ounces                 | Grams                | 28.349      |
| Pounds                 | Kilograms            | 0.454       |
| Short Tons             | Metric Tons          | 0.907       |
| Pound-Feet             | Newton-Meters        | 1.356       |
| Pounds per Square Inch | Kilopascals          | 6.895       |
| Miles per Gallon       | Kilometers per Liter | 0.425       |
| Miles per Hour         | Kilometers per Hour  | 1.609       |

| TO CHANGE          | TO                     | MULTIPLY BY |
|--------------------|------------------------|-------------|
| Centimeters        | Inches                 | 0.394       |
| Meters             | Feet                   | 3.280       |
| Meters             | Yards                  | 1.094       |
| Kilometers         | Miles                  | 0.621       |
| Square Centimeters | Square Inches          | 0.155       |
| Square Meters      | Square Feet            | 10.764      |
| Square Meters      | Square Yards           | 1.196       |
| Square Kilometers  | Square Miles           | 0.386       |
| Square Hectometers | Acres                  | 2.471       |
| Cubic Meters       | Cubic Feet             | 35.315      |
| Cubic Meters       | Cubic Yards            | 1.308       |
| Milliliters        | Fluid Ounces           | 0.034       |
| Liters             | Pints                  | 2.113       |
| Liters             | Quarts                 | 1.057       |
| ers                | Gallons                | 0.264       |
| ms                 | Ounces                 | 0.035       |
| ograms             | Pounds                 | 2.205       |
| Metric Tons        | Short Tons             | 1.102       |
| Newton-Meters      | Pounds-Feet            | 0.738       |
| Kilopascals        | Pounds per Square Inch | 0.145       |
| ometers per Liter  | Miles per Gallon       | 2.354       |
| ometers per Hour   | Miles per Hour         | 0.621       |



**PIN: 072868-007**