*TM 55-1520-210-PMD

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D. C., 11 January 1983

UH-1H/V AND EH-1H/X AIRCRAFT PREVENTIVE MAINTENANCE DAILY INSPECTION CHECKLIST

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 AIRCRAFT CONDITION STATUS SYMBOL WILL BE IMMEDIATELY CHANGED TO A RED X. THESE TYPE INSPECTION ITEMS ARE PRECEDED BY "MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEM".

NOTE: INDIVIDUAL INSPECTION ITEMS CONTAINED IN THIS MANUAL ARE CONSIDERED THE MINIMUM REQUIREMENTS FOR PERFORMING A DAILY 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.

***This manual supersedes TM 55-1520-210-PMD, 26 July 1979, including all changes.**

URGENT

TM 55–1520–210–PMD

C 10

CHANGE

NO. 10

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 27 April 2001

UH–1H/V and EH–1H/X Aircraft
Preventive Maintenance
Daily Inspection Checklist

TM 55–1520–210–PMD, 11 January 1983, is changed as follows:

1. Remove and insert pages as indicated below. New or changed text material is indicated by a vertical bar in the margin. An illustration change is indicated by a miniature pointing hand.

Remove pages	Insert pages
––––––––	A and B
3 and 4	3 and 4
9 through 14	9 through 14
19 through 27/(28 blank)	19 through 23/(24 blank)

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

TM 55–1520–210–PMD
C 10

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Chief of Staff

OFFICIAL:

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TM 55-1520-210-PMD
C9

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NO. 9

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UH-lH/V and EH-1H/X Aircraft
Preventive Maintenance
Daily Inspection Checklist

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1. Remove and insert pages as indicated below. New or changed text material is indicated by a vertical bar in the margin. An illustration change is indicated by a miniature pointing hand.

Remove pages	Insert pages
1 and 2	1 and 2
9 through 12	9 through 12
19 and 20	19 and 20
23 and 24	----------

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C 8

CHANGE
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HEADQUARTERS
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UH-1H/V and EH-1H/X Aircraft

Preventive Maintenance
Daily Inspection Checklist

TM 55-1520-210-PMD, 11 January 1983, is changed as follows:

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Remove pages	Insert pages
1 through 4	1 through 4
7 and 8	7 and 8
11 and 12	11 and 12
23 and 24	23 and 24

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TM 55-1520-210-PMD
C 7

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CHANGE
NO. 7

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 14 AUGUST 1990

UH-1H/V and EH-1H/X Aircraft

Preventive Maintenance
Daily Inspection Checklist

TM 55-1520-210-PMD, 11 January 1983, is changed as follows:

1. Remove and insert pages as indicated below. New or changed text material is indicated by a vertical bar in the margin. An illustration change is indicated by a miniature pointing hand.

Remove pages	Insert pages
17 and 18	17 and 18
- - - -	18.1/18.2

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TM 55-1520-210-PMD
C 7

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URGENT

URGENT

TM 55-1520-210-PMD
C 6

CHANGE
NO. 6

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 29 January 1990

UH-1H/V and EH-1H/X Aircraft

Preventive Maintenance
Daily Inspection Checklist

TM 55-1520-210-PMD, 11 January 1983, is changed as follows:

1. Remove and insert pages as indicated below. New or changed text material is indicated by a vertical bar in the margin. An illustration change is indicated by a miniature pointing hand.

Remove pages	Insert pages
3 and 4	3 and 4
17 and 18	17 and 18
21 and 22	21 and 22
23 through 26	25 blank/26

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TM 55-1520-210-PMD
C 5

CHANGE
NO. 5

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 16 October 1989

UH-1H/V and EH-1X AIRCRAFT

Preventive Maintenance
Daily Inspection Checklist

TM 55-1520-210-PMD, 11 January 1983, is changed as follows:

1. Remove and insert pages as indicated below. New or changed text material is indicated by a vertical bar in the margin. An illustration change is indicated by a miniature pointing hand.

Remove pages	Insert pages
17 and 18	17 and 18
21 and 22	21 and 22
27/28	27/28

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TM 55-1520-210-PMD
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TM 55-1520-210-PMD
C 4

CHANGE

NO. 4

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 17 August 1988

UH-1H/V AND EH-1H/X AIRCRAFT

Preventive Maintenance
Daily Inspection Checklist

TM 55-1520-210-PMD, 11 January 1983, is changed as follows:

1. Remove and insert pages as indicated below. New or changed textt material is indicated by a vertical bar in the margin. An illustration change is indicated by a miniature pointing hand.

Remove pages	Insert pages
13 and 14	13 and 14
17 and 18	17 and 18

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This is a reprint of change 4.

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TM 55-1520-210-PMD
C 4

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TM 55-1520-210-PMD
C 3

CHANGE

No. 3

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 3 JUNE 1988

UH-1H/V and EH-1H/X AIRCRAFT

Preventive Maintenance
Daily Inspection Checklist

TM 55-1520-210-PMD, 11 January 1983, is changed as follows:

1. Remove and insert pages as indicated below. New or changed text material is indicated by a vertical bar in the margin. An illustration change is indicated by a miniature pointing hand.

Remove pages	Insert pages
9 and 10	9 and 10
15 and 16	15 and 16
19 and 20	19 and 20

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TM 55-1520-210-PMD
C 3

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TM 55-1520-210-PMD
C 2

CHANGE
NO. 2

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C. , 25 SEPTEMBER 1986

UH-1H/V AND EH-1H/X AIRCRAFT

Preventive Maintenance
Daily Inspection Checklist

TM 55-1520-210-PMD, 11 January 1983, is changed as follows:

1. Remove and insert pages as indicated below. New or changed text material is indicated by a vertical bar in the margin. An illustration change is indicated by a miniature pointing hand.

Remove pages	Insert pages
15 through 18	15 through 18

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TM 55-1520-210-PMD
C 2

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TM 55-1520-210-PMD
C 1

CHANGE NO. 1

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D. C., 19 March 1985

UH-1H/V AND EH-1H/X AIRCRAFT

Preventive Maintenance
Daily Inspection Checklist

TM 55-1520-210-PMD, 11 January 1983, is changed as follows:

1. Remove and insert pages as indicated below. New or changed text material is indicated by a vertical bar in the margin. An illustration change is indicated by a miniature pointing hand.

Remove pages	Insert pages
7 through 10	7 through 10
15 through 22	15 through 22

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TM 55-1520-210-PMD
C 1

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LIST OF EFFECTIVE PAGES

Insert latest changed pages; dispose of superseded pages in accordance with regulations.

N0TE: On a changed page, the portion of the text affected by the latest change is indicated by a vertical line, or other change symbol, in the outer margin of the page. Changes to illustrations are indicated by miniature pointing hands. Changes to wiring diagrams are indicated by shaded areas.

Dates of issue for original and changed pages are:

Original	11 January 1983
Change 1	19 March 1985
Change 2	25 September 1986
Change 3	3 June 1988
Change 4	17 August 1988
Change 5	16 October 1989
Change 6	29 January 1990
Change 7	14 August 1990
Change 8	11 September 1992
Change 9	23 February 1996
Change 10	27 April 2001

Page No.	*Change No.
Title	0
A and B	10
2	9
3	10
4 through 6	0
7	8
8	1
9	10
10	1
11	10
12	9
13	4
14	10
15	1
16	3
17	6
18 and 18.1	7
18.2 blank	7

*Zero in this column indicates an original page.

Page No.	*Change No.	Page No.	*Change No.
19	9		
20	10		
21	6		
22 and 23	10		
24 blank	10		

*Zero in this column indicates an original page.

1. Inspection Requirements. This manual contains complete requirements for daily inspection for UH-1H/V aircraft. 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 manual will facilitate locating the required information.

2. Maintenance Activities. The inspections prescribed by this manual will be performed at specific periods by Aviation Unit Maintenance (AVUM) activities with assistance of Aviation Intermediate Maintenance (AVIM) and Depot Maintenance 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 proper servicing has been accomplished and 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 under area headings.

b. The inspection intervals designated herein will not be exceeded except in actual operational emergencies as explained herein. It is the commander's responsibility to determine (on an individual aircraft basis) when inspection intervals may be exceeded. For this purpose, operational emergencies are conditions of combat, or conditions of disaster which necessitate flight to evacuate aircraft or personnel. When aircraft are operated beyond the normal inspection due-time because of such emergency situations, a Circled Red "X" status symbol, system, date, and fault/remarks must be entered in Part I - Fault Information of DA Form 2408-13-1/2408-13-1-E (Aircraft Inspection and Maintenance Record) until such time as the inspection is complete. Since safety may be jeopardized when inspections are delayed to meet emergency requirements, commanders will assure that the aircraft status symbol reverts to a Red "X" and that delayed inspections are accomplished immediately upon termination of the actual emergency. When unusual local conditions of environment, utilization, mission, experience of flight crew and maintenance personnel, periods of inactivity etc., are encountered, the maintenance officer will, at his discretion, increase the scope and/or frequency of maintenance or inspection as necessary to insure safe flight.

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

d. DA Form 2408-13-1/2408-13-1-E will be used to record all deficiencies or shortcomings discovered during the inspection.

e. A 1-1/2 inch space between each area of inspection is being provided to allow insertion of additional inspection items as required by local command inspection procedures.

4. Special Instructions. A Preventive Maintenance Daily inspection is accomplished after the last flight of the mission day, or prior to the first flight of the next mission day on which the aircraft is flown. The inspection consists of visual examination and operational checks to determine that the aircraft can safely and efficiently perform the assigned mission.

5. Reporting Errors and Recommending Improvements You can help improve this manual. If you find any mistakes or if you know of a way to improve the procedures, please let us know. Mail your letter, DA Form 2028 (Recommended Changes to Publications and Blank Forms), or DA Form 2028–2 located in the back of the applicable aircraft maintenance manual (when using the 2028–2 from the maintenance manual, insure the publication number and title refer to this PMD) directly to Commander, U. S. Army Aviation and Missile Command, ATTN: AMSAM–MMC–MA–NP, Redstone Arsenal, AL 35898–5230. A reply will be furnished to you.

6. Inspection Areas Inspection areas are shown in Figure 1.

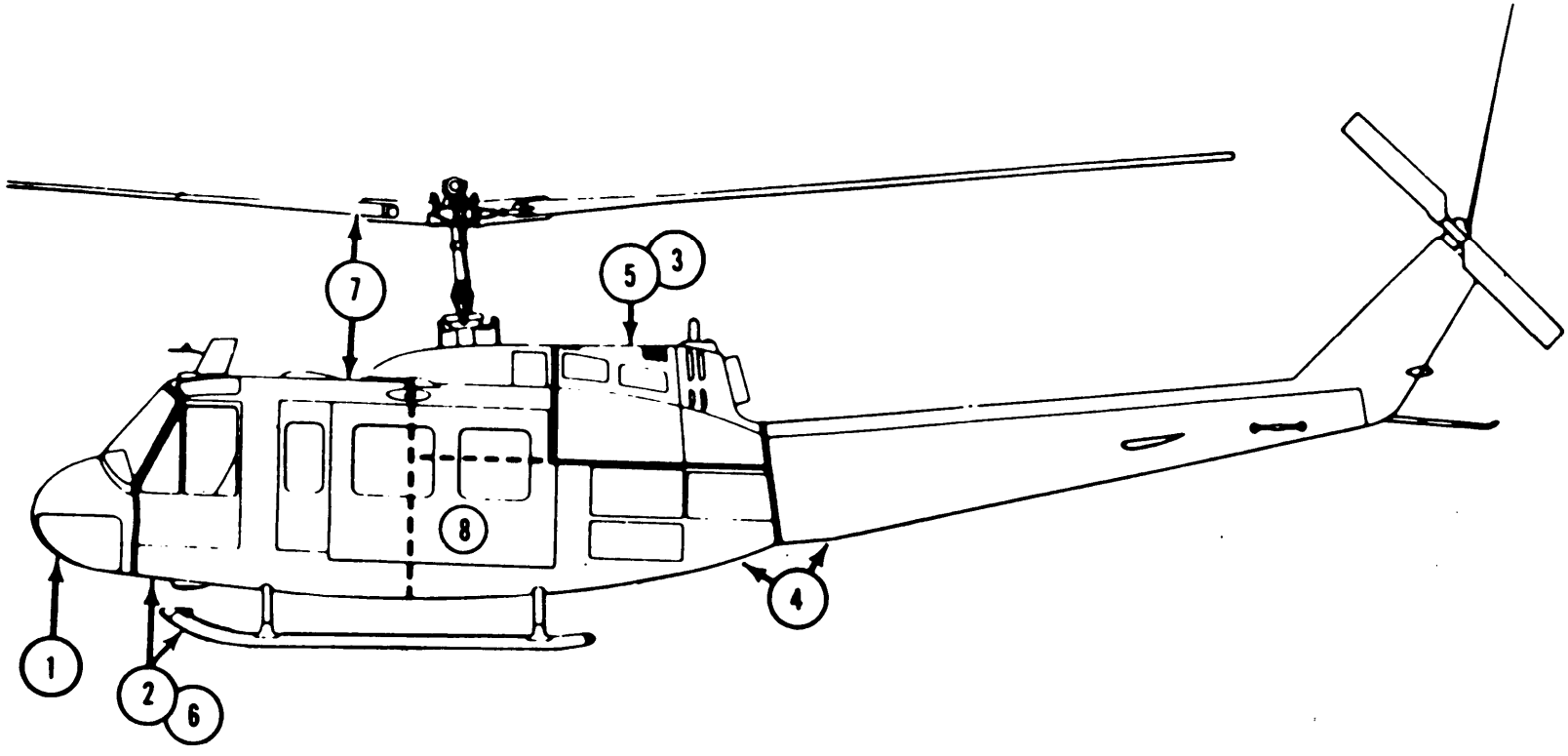

Figure 1. Inspection areas

Area No. 1	Nose Area	All surfaces, components, and equipment in nose compartment and on exterior ahead of crew doors.
Area No. 2	Cabin Exterior and Landing Gear Left Side	All surfaces, components, and equipment on cabin exterior and underside between forward sides of crew doors and aft cabin walls. Includes land ing gear, and forward fuel cell sump on cabin underside. Includes compartment in pylon island below main transmission.
Area No. 3	Engine Area Left Side	All surfaces, components, and equipment associated with engine installation, located above engine work deck and within engine cowling, tailpipe fairing and intake fairing.
Area No. 4	Tailboom Area	All surfaces, components and equipment located in or on the tailboom and vertical fin. Including access compartments below engine work deck and aft of cabin walls.
Area No. 5	Engine Area Right Side	All surfaces, components, and equipment associated with engine installation, located above engine work deck and with in engine cowling, tailpipe fairing and intake fairing.
Area No. 6	Cabin Exterior and Land ing Gear Right Side	All surfaces, components, and equipment on cabin exterior and underside between forward sides of crew doors and aft cabin wal1s. Includes landing gear, and forward fuel cell sumps on cabin underside. Includes compartment in pylon island below main transmission.

Area No. 7	Upper Pylon Area	All surfaces, components, and equipment of the main rotor pylon group, from top of mast to the bottom of the transmission mounts. Includes main rotor, mast and rotating controls, transmission with accessories and mounts, and main (input) drive shaft. Includes top of cabin surface and components.
Area No. 8	Lower Pylon Area (via Cabin Interior] and Interior Area	All surfaces, components, and equipment inside of cabin area, between forward sides of crew doors and aft cabin walls and pylon is and structure. Including all instruments, equipment, seats, and accessories. Lower pylon area including bottom of transmission, electrical and hydraulic components.

PREVENTIVE MAINTENANCE DAILY CHECKLIST TM 55-1520-210-PMD

The Preventive Maintenance Daily Checklist will be accomplished following the last flight of the day or prior to the first flight on the next day on which the aircraft is flown. The inspection consists of visual examination and operational checks to determine that the aircraft can safely and efficiently perform its assigned mission.

DAILY INSPECTION TOTAL WORK TIME:

Seq. No.	Item and Procedure
	NOSE AREA
1.1	Inspect aircraft forms and records for recorded discrepancies (DA PAM 738-751).
1.2	Nose section exterior for visible damage.
1.3	Nose compartment interior for cleanliness, equipment for visible damage and loose connections.
1.4	Battery and connections for security, leakage and cleanliness. Vent lines for obstructions, kinking and security. Nose compartment door for secure latching.
1.5	Pilot's and copilot's chin bubbles for condition and cleanliness.
1.6	Pilot's and copilot's tail rotor controls for visiIble damage and security.
1.7	Pilot's and copilot's windshields for condition and cleanliness.
1.8	Pilots and copilot's windshield wiper blades for deterioration and serviceability.
1.9	Pitot tube for obstructions, cleanliness (Nose mount).
1.10	Static ports for obstructions, cleanliness (Nose mount).

"FOD REMINDER"

Check work are for tools and parts after completion of maintenance and inspection.

Seq. No.	Item and Procedure
	CABIN EXTERIOR AND LANDING GEAR (LEFT SIDE)
2.1	Cabin exterior for obvious damage. Stencils and decals for legibility.
2.2	Crew door for positive latching, seals for deterioration, windows for cleanliness and condition, security of hinges and proper operation. Check emergency jettison handles for condition. Copper safety wire for condition and security.
2.3	Hinged cabin door for damage and positive latching. Windows for cracks, crazing and cleanliness.
2.4	Deleted.
2.5	Cargo doors for positive latching. Windows for cleanliness. Door retainers, rollers and sliders for damage, security, and proper operation. Check window emergency jettison handles for condition. Copper wire for condition and security.
2.6	Landing gear for damage and security, cross tube bolts missing, broken, ground handling eyebolt loose. Cross tubes for visual indications of excess spread.
2.7	Inspect bottom of cabin for cracks, buckles, wrinkles. and loose or missing rivets, particularly in cross tube attaching areas.
2.8	Landing and search lights for security and condition.
2.9	Cargo suspension assembly for security, cleanliness and freedom of operation of safety latch. Check manual release and inspect cable for wear. On nonswiveling type, manually test hook for rotational play indicating broken shear pin.

"FOD REMINDER"

SEQ NO.	Item and Procedure
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
2.10	**Control linkage, irreversible valves and hydraulic cylinders in fuselage below pylon for evidence of leaks from cylinders and connecting lines, damage and security. Cyclic and collective cylinder caps (P/N 100621 or P/N 100621–1) for security by a feel test. Tab washer tangs must be bent and in contact with flats on the retainers.**
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
2.11	**Check that all four bolts/screws through the servo lever assembly have a self–locking castellated nut safetied with cotter pin. Check that nuts and bolts/screws as an assembly can be turned by hand.**
2.11.1	For servos P/N 205–076–056 check that control tube servo bolt can be turned by hand.
2.12	External stores installation for condition and security.
2.13	M130 chaff bracket for damage and security.
2.14	Position lights for condition, security and cracked lens. Night Fix – Phase I (NVG) position light covers for condition.
	ENGINE AREA (LEFT SIDE)
3.1	Engine cowling and fairing for security and damage, and loose or missing fasteners.
3.2	Engine air inlet, engine accessories and connections for damage and security. Check for fuel and oil leaks.
3.3	Electrical cables, ignition coil and lead; Fire Detector Assembly for chafing, cracks and security. Check exciter box for condition and security.
3.3.1	(Aircraft equipped with ODDS) check engine external oil filter bypass buttons for extended indication.
3.3.2	Chip Detectors for physical security and damage (i.e., broken wires).

“FOD REMINDER”

CHECK WORK AREA FOR TOOLS AND PARTS AFTER COMPLETION OF MAINTENANCE AND INSPECTION.

Seq. No.	Item and Procedure
3.4	Main and starting fuel manifolds for leaks and security.
3.5	Flow divider assembly inspect for leaks, damage and security.
3.6	Engine compressor housing visually for cracks, scratches, corrosion and security.
3.7	Fuel control power lever for freedom of movement through full range to each stop.
3.8	Engine mounts visually for cracks, damage and security.
3.9	Engine combustion chamber housing, exhaust diffuser, support cone, fireshield, firewall gaskets and seals, and tailpipe for cracks, dents, and burned or buckled areas.
3.10	Bleed air tubing for chafing and security.
3.11	Second stage turbine blades; inspect through tailpipe and through exhaust diffuser for cracks, burns, dents or missing blades.
3.12	Anti-collision light for condition, security, and cracked lens.

C1

Seq. No.	Item and Procedure
3.13	M52 smoke generator nozzle for condition and security. Oil lines for condition, security and leakage.
	TAILBOOM AREA (LEFT SIDE)
4.1	Electrical compartments access doors for condition and security: Electrical equipment for condition and security. Loose or missing rivets (interior). NOTE: Nothing is to be stored in either of these three electrical compartments.
4.2	AC power receptacle, access door and caution light switch for security and condition,
4.3	DC power receptacle, access door and caution light switch for security and condition.

SEQ NO.	Item and Procedure
4.4	Check oil cooler vanes for obstructions, security, and damage. Oil cooler shield assembly for security, cracks, loose or missing rivets and corrosion.
4.5	Check hanger assembly, driveshaft clamps, tail pipe drain line, heat shield and electrical wiring for condition and security.
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
4.6	**Tail rotor driveshaft installation for damage, foreign materials and security of hangers, coupling clamps and covers. Inspect all tail rotor driveshaft couplings for grease leakage. Bearing for indication of overheating.**
4.7	Tail rotor driveshafts for corrosion, visible damage and missing weights.
4.8	Inspect tailboom, synchronized elevator and vertical fin exterior skin for evidence of damage, cracks, loose or missing rivets, and corrosion.
4.9	Check for radial play condition and security of synchronized elevator.

SEQ NO.	Item and Procedure
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
4.10	**Inspect vertical fin spar and vertical fin driveshaft cover attachment channel for cracks. Cleanliness of chain, and condition of aft cables and grommets. Inspect chain/sprocket access cover attachment rivets for looseness and condition. Inspect for loose or missing rivets attaching the 90 degree gearbox attachment fitting.**
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
4.11	**Tail Rotor (90 degree) gearbox for security, oil level and leaks. Tail rotor control installation for condition and security.**
4.11.1	Chip detectors for physical security and damage (i.e. broken wires).
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
4.12	**Tail rotor hub, split cones and blade assembly for security and visible damage.**

"FOD REMINDER"

CHECK WORK AREA FOR TOOLS AND PARTS AFTER COMPLETION OF MAINTENANCE AND INSPECTION.

Seq. No.	Item and Procedure
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
4.13	**Visually inspect tail rotor crosshead to slider retaining bolts and nuts for security.**
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
4.14	**Visually inspect pitch change link attachment bolts and nuts for security.**
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
4.15	**Using a clean soft cloth, wipe blade surface. Visually inspect for cracks, skin separation and other damage, with special attention to the area on both sides of blade between the blade doublers and four (4) to six (6) inches (10 to 15 cm) outboard of the doublers. Internal rattling sound head when hub and blade assembly is rotated is caused by internal debris and is not cause for rejection.**
4.16	Check tail skid for condition and security.

C9

Seq. No.	Item and Procedure
4.17	Tailboom vent for condition and security.
4.18	Check position light for condition, security, and cracked lens.
	TAILBOOM AREA (RIGHT SIDE)
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
4.19	**Intermediate (42 degree) gearbox for security, oil level, and leaks.**
4.19.1	Chip detectors for physical security and damage (i.e. broken wires).
4.20	Inspect tailboom, synchronized elevator and vertical fin exterior skin for evidence of damage, cracks, loose or missing rivets, and corrosion.

"FOD REMINDER"

Seq. No.	Item and Procedure
4.21	Check for radial play, condition and security of synchronized elevator.
4.22	Oil cooling compartment door for security and condition. NOTE: Nothing is to be stored in this compartment.
4.23	Battery and connections, for cleanliness and security. Vent lines for obstructions, kinking and security. Battery shelf for security of attaching points and supporting structure for damage and cracks.
4.24	Check tail rotor control servo for leakage, condition and security. Hydraulic piston wiped clean.
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
4.25	**Oil cooler turbine blower fan blades for free movement. Screen for obstruction, security and condition. Supporting structure and bleed air line visually for condition and security. Connecting link (rigid structural tube), for installation.**

Seq. No.	Item and Procedure
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
4.26	**Tailboom attach bolts visually for security and slippage marks. Fittings for cracks. Inspect longerons up to 12 inches from the fittings for cracks.**
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
4.27	**Tail rotor control quadrant for proper installation and condition of cables.**
4.28	Heater mixing valve and air duct for condition and security.
4.29	Check muff heater system and hoses for condition and security.
4.30	Heater compartment doors for condition and security. Heater compartment for condition. NOTE: Nothing is to be stored in this compartment.
4.31	Visually inspect fuel level. Check fuel cap and closed circuit refueling hardware for condition, operation and security.

"FOD REMINDER"

SEQ NO.	Item and Procedure
	ENGINE AREA (RIGHT SIDE)
5.1	Engine cowling and fairing for security, damage and loossse or missing fasteners.
5.1.1	Main and Start fuel manifolds for leaks and security.
5.2	Engine inlet housing, accessories and connections for damage and security. Check for fuel and oil leaks.
5.3	Starter–generator intake and outlet ducts for deterioration and security.
5.4	Engine compressor housing visually for cracks, scratches, corrosion and security.
5.5	Engine combustion chamber housing, exhaust diffuser, support cone, firreshield, firewall gaskets and seals, and tailpipe for cracks, dents, and burned or buckled areas.
5.6	Engine mounts visually for cracks, damage and security.

SEQ NO.	Item and Procedure
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
5.7	**Engine oil tank for security and oil level, lines for leaks or damage. Sight gages for damaged or stained glasses.**
5.8	Exhaust thermocouple assembly for chafing, cracks and security.
5.9	Electrical cable assembly, ignition coil lead and fire detector assebly for chafing, cracks, and security.
	CABIN EXTERIOR AND LANDING GEAR (RIGHT SIDE)
6.1	Cabin exterior for obvious damage. Stencils and decals for legibility.

“FOD REMINDER”

CHECK WORK AREA FOR TOOLS AND PARTS AFTER COMPLETION OF MAINTENANCE AND INSPECTION.

Seq No	Item and Procedure
6.2	Crew door for positive latching, seals for deterioration, windows for cleanliness and condition, security of hinges and proper operation. Check emergency jettison handles for condition Copper safety wire for condition and security.
6.3	Hinged cabin door for damage and positive latching. Windows for cracks, crazing and cleanliness.
6.4	Handholds and steps for cracks. corrosion and loose hardware. Step hinges for proper operation and security.
6.5	Cargo door for positive latching. Windows for cleanliness. Door retainers, rollers and sliders for damage, security and proper operation. Check window emergency jettison handles for condition. Copper wire for condition and security.
6.6	Landing gear for damage and security, cross tu be bolts missing. broken ground handling eyebol t loose Cross tubes for visual indications of excess spread.
6.7	Inspect bottom of cabin for cracks, buckles, wrinkles, and loose or missing rivets, particulary in cross tube areas.
6.8	External stores installation for condition and security.
6.9	M 130 chaff /flare bracket for damage and security.
6.10	Check position lights for condition, security and cracked lens. Night Fix — Phase I (NVG) position light covers for condition.
	UPPER PYLON AREA AND CABIN TOP
7.1	Pitot tube and static ports for obstruction and cleanliness (Roof Mount).

"FOD REM IN DER"

Seq. No.	Item and Procedure
7.2	Cabin roof windows for cracks, crazing and cleanliness.
7.3	Cabin roof for damage. skin cracks, tears, and loose or missing rivets. Skin for buckled areas. Paint for chipped or peeling condition.
7.4	Transmission cowling for damage and security. EH-1 H/X Inspect alternator wires for chaffing,
7.5	Alternator air intake for damage and security.
7.6	Hydraulic reservoir for fluid level.
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
7.7	**Main (input) drive shaft couplings for evidence of grease leakage, clamps for security.**
7.8	Deleted
7.8.1	Inspect all lines, fittings and accessories on top half of transmission for security, condition and leaks.

Seq. No.	Item and Procedure
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
7.9	**Exterior of FOD screen for foreign material (grass or vegetation).**
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
7.10	**Non self-purging separator; intake screen and filter for damage, obstructions and loose or missing fasteners. Check gaps between screen sections, not to exceed screen mesh width. Remove airframe (OD) screen, clean sand and dust separator; foam and metal filters, inspect for damage.**

"FOD REMINDER"

Seq No	Item and Procedure
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
7.11	Self-purging separator: intake screen for damage, obstructions and loose or missing fasteners. Check flex hose for wear, discharge tube connections for security, and airframe (FOD) screen for damage. If damaged, remove airframe (FOD) screen and top half of airframe screen and the upper air filter assembly. INSPECT ENGINE INLET FOR FOD. Remove accumulated residue from the overboard discharge tube assembly.
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
7.11.1	Improved Particle Separator: Check missing, damaged, or obstructed vortex tubes, loose or missing fasteners, and evidence of parts entering the engine inlet. If external inspection indicates parts may have entered engine inlet, remove Separator and INSPECT ENGINE INLET FOR FOD. Remove any impacted sand or dirt from exterior of Separator and Separator air oultlets.
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
7.12	Sealant betwee n rigid connecting Iink and clevis rod end. If adhesive bond is broken, remove tube assembly, inspect for corrosion and thread damage.
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
7.13	Collective levers for cracks, corrosion, security and visible damage. Bearings and bushings for excessive play.
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
7.14	Swashplate, scissors and sleeve, drive links and connecting linkage and rod end bearings for corrosion, security and visible damage. Visually inspect control lugs (3 each) on swashplate inner rings for cracks. Inspect trunnion bearings for radial and axial play and visually inspect trunnion bearing ball for cracks.

" FOD REMINDER "

Seq No	Item and Procedure
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
7.15	Mast and boots for visible damage, corrosion and security
7.15.1	Hub spring assembly, for security, condition, deformation and cracks in rubber bumper.
7. 16	Stablizer dampers for full fluid level, leakage and security of attachment.
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
7.17	Stabilizer bar assembly for visible damage, corrosion and security. All pivot bolts and nuts and mounting bolts visually for cracks and security.
7 .18	Stabilizer bar connecting linkage for visible damage, security of attachment and corrosion Pitch links and rod end bearings for play and security
7 19	Main rotor pil low block and grip reservoirs for oil level leakage and security. hub assembly. blade grips, pitch horns and drag braces for visible damage and security
	NOTE *Direct particular attention to the Blade Grips in the area Drag Brace attachment lugs for cracks.*
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
7.20	Gain access LO blades. Wipe blades upper and lower surfaces with a clean soft cloth and inspect both surfaces and blade tip for damage, cracks and visible indications of voids and bond separation Inspect for nicks and dents in trailing edge and scarf joints for erosion and corrosion.
7.20.1	Visually inspect composite main rotor blade for damage and security

Seq No	Item and Procedure
7.21	Cabin roof vents for obstructions and condition.
7.22	Check position lights for condition, security and cracked lens.

Seq. No.	Item and Procedure

"FOD REMINDER"

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

Seq. No.	Item and Procedure
	LOWER PYLON AREA (VIA CABIN INTERIOR) AND INTERIOR AREA
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
8.1	**Transmission for security, corrosion, damage, chafing oil lines, and oil leaks. Check sump for water contamination and for oil level. External oil filter for by-pass indication. Sight gages for damage and staining. Aircraft equipped with ODDS check physical security of debris monitor electrical connector and condition of wires.**
	MANDATORY SAFETY OF FLIGHT INSPECTION ITEM
8.2	**Hydraulic servo cylinder mount nuts (4 each cylinder), check slippage marks.**
8.3	Deleted
8.4	Deleted

C9

Seq. No.	Item and Procedure
8.5	Tachometer generator for damage and security.
8.6	Hydraulic system components and lines for security, damage and evidence of leaks. Wipe clean all exposed hydraulic pistons. Hydraulic filter for appearance of red indicator button.
	NOTE
	If red indicator button on hydraulic module pops before 450 hours is reached, replace filter. If temperature is below 20°F (-6.7°C), allow fluid to warm up and reset button. If button pops again, replace filter.
8.7	Output drive shaft coupling for grease leakage and security.
8.8	Cabin interior clean and clear of loose objects or tools.
8.9	First aid kits for designated location, presence of inspection data tag, broken or missing seal and security.
8.10	Troop seats, seat belts and mission equipment security installed or stowed.

"FOD REMINDER"

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

Seq. No.	Item and Procedure
8.11	Sound absorbing blankets securely installed with all bulkhead tiedown fittings, straps and rings outside of blankets.
8,12	Cargo tiedowns for corrosion and security.
8.13	Reinforced mounting plates (Avionics) for damage and security.
8.14	M52 smoke generator oil tank, oil pump and lines for visible damage and security.
8.15	Crew member/mission operator seats for damage, security, and positive movement and locking in all positions. Safety belts and shoulder harness for damage, corrosion, cuts, fraying and security. Inertia reels for damage, security, and positive locking and unlocking. Check quick emergency release handles for security and conditions, Copper safety wire for condition and security.
8.16	Crew member/mission operator seat cushions and back cover for general condition, cuts, tears, burns, stains, fading, broken stitches and sagging.

Seq. No.	Item and Procedure
8.17	Fire extinguishers for proper location, lead seal and lockwire intact. Presence of inspection data tag (DD Form 1574).
8.18	Fire extinguishers and brackets for damage and security of installation.
8.19	Rifle rack bracket for damage and security.
8.20	All instruments for cleanliness, visible damage and proper range markings.
8.21	On Night Fix - Phase 1 (NVG) modified aircraft: Check lighting for corrosion and cracked or crazed lenses. Glareshield extension for security.
8.22	Compass Correction card for availability and legibility.
8.23	Pedals checked.
8.24	Windshield wiper motor cover guards for cracks and damage.
8.25	Check circuit breakers and switches set as required.

"FOD REMINDER"

Seq. No.	Item and Procedure
8.26	Deleted.
	MAN DATORY SAFETY OF FLIGHT INSPECTION ITEM
	LUBRICATION
All Area	**Lubricate in accordance with lubrication chart contained in Chapter 1, of TM 55-1520-210-23, applicable to the daily requirements.**

Seq No.	Item and Procedure
	POWER ON
1.11	Battery on, check for 24 volts.
1.12	Pitot heater for operation (Nose Mount).
2.15	Exterior 1ights (navigation, anticollision, landing. and search 1ights) for proper operation.
2.16	Cargo hook electrical release for operation.
2.17	Windshield wiper motor pilot/co-pilot for operation.
3.14	Fuel tank sump drains for water or other contamination. (Use sample jar.) (Use boost pumps off.) Main fuel filter for visual indication of clogged element condition, evidence of water in filter drain sample leakage from lines. (Fuel boost pumps on.)
6.11	Exterior lights (navigation, anticollision, landing, and search 1ights) for proper operation.
7.23	Pitot heater for operation (Roof Mount).
8.27	Caution panel lights for illumination on test switch position

"FOD REMINDER"

SEQ NO.	Item and Procedure
8.28	Press to test caution/warning lights.
8.29	Interior lights (dome, cockpit, instrument, console, and pedestal lights) for proper operation.
	NOTE
	The following check requires main or spare inverter power. The copilot attitude indicator must be caged and held momentarily when inverter power is applied.
8.30	Fuel quantity indicator checked with test switch.
8.31	Engine controls for free action through full range and idle stop release.
8.32	Deleted.
8.33	High performance hoist (if installed). Perform hoist inspections, checks and test as requirred in applicable hoist publications.
	a. Cable Cutter Connection Check.
	(1) Cable cutter cartridge electrical connection for security and damage.
	(2) Electrical connection cable for damage and fraying.
	(3) Hoist hour meter for reading of a multiple of 2 hours (2, 4, 6, 8, 10, etc.)

SEQ NO.	Item and Procedure
	NOTE
	If meter indicates a multiple of 2 hours, disconnect cable cutter electrical harness connector. Check inteernal condition of connector and cable cutter electrical receptacle (especially pins) for corrosion and damage. Re–connect cable cutter electrical harness connector after inspection.
	NOTE
	If hoist is to be removed fromaircraft install aluminum shorting strip across pins in cable cutter electrical receptacle on hoist boom and install protective cap.
	b. Cable Cut Switch.
	(1) Cable cut switch on control panel for security and condition of rubber cover.
	NOTE
	Do not lift up cable cut switch guard to check switch unless inspection indicates that further examination is needed.
	(2) Control panel and pilot's cable cut switch quards are down and lockwired.
	c. Hook and Boom Assembly Check.
	(1) Hook assembly for 360° freedom of movement about cable.

"FOD REMINDER"

CHECK WORK AREA FOR TOOLS AND PARTS AFTER COMPLETION OF MAINTENANCE AND INSPECTION.

SEQ NO.	Item and Procedure
	(2) Carrier assembly retainer spring clip for proper installation.
	(3) Hook quick release pin for operation and security.
	(4) Oil level should be even with mark on sight glass (2).
	(5) Boom attachment bolts for security.
	(6) Swivel of boomhead (30° each side of vertical).
	d. Winch Check.
	(1) Oil level in sight glass.
	(2) Gear case for leakage and visible damage.
	(3) High temperature sensor and sensor cable for installation and fraying.
	(4) Cable drum opening for FOD and uniform winding of cable.
	(5) Cam drive – chain guard for security and damage. If guard is broken, make sure that chain is not damaged.
	(6) Limit switch drive assembly box for security and damage.
	e. Winch Motor Check.
	(1) Motor for security and visible damage.

SEQ NO.	Item and Procedure
	(2) V–band clamp for installation and security.
	(3) Power cable for sealant at connector and fraying.
	f. Control Panel Check.
	(1) Exterior for visible damage and mount bolts for security.
	(2) Aircraft position awitch for security and proper setting.
	AVIONICS
	Perform avionics system inspection, checks and test as required in applicable avionics publications.
	ARMAMENT
	Perform armament system inspections, checks and test as required in applicable Armament publications.
	FORMS AND RECORDS COMPLETION
	Asceertain that all entries on forms, records and work sheets have been completed or updated and new forms initiated as required DA PAM 738–751.

“FOD REMINDER”

CHECK WORK AREA FOR TOOLS AND PARTS AFTER COMPLETION OF MAINTENANCE AND INSPECTION.

Seq No	Item and Procedure

Seq No	Item and Procedure
	AVIONICS Perform avionics system inspection, checks and test as required in applicable avionics publications.
	ARMAMENT Perform armament system inspections, checks and test as required in applicable Armament publications.

“FOD REM INL)ER“

Seq No.	Item and Procedure
	FORMS AND RECORDS COMPLET ION Ascertain that all entries on forms, records and work sheets have been completed or up-dated and new forms initiate'd as required DA PAM 738-751.

Seq No.	Item and Procedure

"FOD REMINDER"

By Order of the Secretary of the Army:

E. C. MEYER
General, United States Army
Chief of Staff

Official:

ROBERT M. JOYCE
Major ***General, United States Army***
The Adjutant General

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THE METRIC SYSTEM AND EQUIVALENTS

'NEAR MEASURE

. 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

'VEIGHTS

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

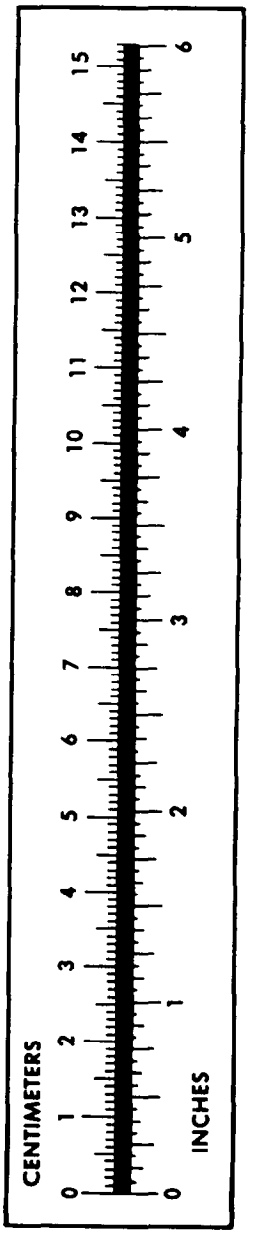
TEMPERATURE

5/9(°F - 32) = °C
212° Fahrenheit is evuivalent to 100° Celsius
90° Fahrenheit is equivalent to 32.2° Celsius
32° Fahrenheit is equivalent to 0° Celsius
9/5C° + 32 =°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
ıts	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
lometers per Liter	Miles per Gallon	2.354
meters per Hour	Miles per Hour	0.621



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