

TECHNICAL MANUAL

**UH-1H/V AND EH-1H/X AIRCRAFT
PHASED MAINTENANCE CHECKLIST**

**HEADQUARTERS, DEPARTMENT OF THE ARMY
4 JANUARY 1983**

TM 55-1520-210-PM

**HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 4 January 1983**

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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. MANDATORY SAFETY-OF-FLIGHT INSPECTION ITEMS ARE PRINTED IN BOLD FACE TYPE.

NOTE

INSPECTION ITEMS CONTAINED IN THIS MANUAL ARE CONSIDERED THE MINIMUM REQUIREMENTS FOR PERFORMING PHASED MAINTENANCE 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-PM, 20 July 1978, including all changes.**

SECTION I - GENERAL INFORMATION

1-1. PHASED SCHEDULE. This phased maintenance inspection checklist contains requirements for inspection of the UH-1H/V and EH-1H/X aircraft on phased schedule having a 900 hour (flight hours) cycle with 150 hour phases. Each requirement included herein is designated for accomplishment at least once, but not more than six times during the 900 hour cycle.

1-2. EXCEEDING THE PHASED SCHEDULE. The phased maintenance inspection intervals designated are the maximum and shall 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. Those inspections annotated by a C in the Inspect Phase No's column along with the DA Form 2408-18 (Equipment Inspection Record) items that are due are considered the MINIMUM mandatory Combat maintenance inspection requirements for helicopters scheduled for imminent deployment to or stationed in a combat environment. Under no circumstances will two Combat Phase inspection be performed sequentially. When inspections are delayed to meet emergency requirements, Commanders will assure that the I 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 (utilization, type of mission personnel, periods of inactivity, environmental conditions, etc.) dictate, it is the prerogative and responsibility of the Maintenance Officer to increase the scope and/or frequency of maintenance as necessary to insure safe operation (TM 1-1500-328-23).

1-3. MAINTENANCE ACTIVITIES. The inspections prescribed by this checklist will be accomplished at specified phases by Aviation Unit Maintenance (AVUM) activities with assistance of Aviation Intermediate Maintenance (AVIM) and Depot Maintenance activities when required.

1-4. LIMITATIONS. The checklist does not contain instructions for repair, adjustment or other means of rectifying conditions. Neither does it contain special tolerances, limits or instructions for special troubleshooting to find causes for malfunctions. Such data will be obtained from the latest issue of the aircraft (TM 55-1520-210-23) series maintenance manuals.

1-5. CHANGEOVER TO THE PHASED MAINTENANCE SYSTEM. Changeover shall be accomplished in accordance with instructions provided in TB 55-1500-337-24 entitled, "Phased Maintenance System for Army Aircraft". The requirements of this TB must be accomplished prior to implementation of Phase 1 inspection requirements specified in this checklist.

1-6. PRE-INSPECTION MAINTENANCE TEST FLIGHT (MTF). A pre-inspection MTF to duplicate nonhazardous equipment problems, determine unsatisfactory conditions, determine equipment operations problems, etc., is recommended prior to start of aircraft disassembly for phased maintenance inspection. The decision to perform the pre-inspection MTF, however, shall be the responsibility of the unit Maintenance Officer.

1-7. SPECIAL INSPECTION, CALENDAR INSPECTION AND LUBRICATION REQUIREMENTS. Special inspection, calendar inspection and lubrication requirements contained in C(M 55-1520-210-23) and those listed on the aircraft DA Form 2408-18 shall be reviewed and accomplished in accordance with the "inspection due" requirements specified in those documents.

1-8. TIME BETWEEN OVERHAUL (TBO) AND RETIREMENT LIFE ITEMS CHECK. Prior to start of the applicable phased maintenance inspection, a check will be made of components and their remaining operating hours prior to removal. The latest issue of the aircraft, TM 55-1520-210-23 and DA Form 2408-16, shall be referred to for a complete listing of components and their TBO and retirement life.

1-9. USING THE PHASED INSPECTION CHECKLIST. For use of the phased inspection checklist, refer to DA Pam 738-751.

1-10. FINAL RECORDS CHECK. After all corrective actions have been completed and following completion of the phased inspection, the technical inspector or designated supervisor shall verify that all applicable forms and records have been properly updated. Any fault not corrected will be carried forward to a new DA Form 2408-13 or reentered on DA Form 2408-14. A final records checklist (Table 1-2) is provided to ensure forms and records have been inspected for completeness and accuracy prior to release of the aircraft from the phased maintenance inspection. The inspector verifying the final records check shall enter his initials adjacent to the indicated form or record on the Final Records Checklist. The initials entered shall be registered on the Signature Sheet (Table 1-1) adjacent to that person's signature.

1-11. SIGNATURE SHEET. All personnel performing inspection and/or maintenance tasks shall place their signatures and initials on the signature sheet (Table 1-1). The purpose of the signature sheet is to provide a correlation between initials entered on the individual checklist sheets and the actual names of the personnel accomplishing these tasks.

1-12. MAINTENANCE OPERATIONAL CHECKS. After the completion of any required corrective actions to any of the components of the function system of the aircraft, maintenance operational checks (MOC) shall be performed on that system to determine the effectiveness of maintenance actions performed and to verify to proper operation of that system. These MOC shall be performed in accordance with TM 1-1500-328-23. Copies of DA Form 240813-1 (Figure 1-1) and DA Form 2408-13-2 (Figure 1-1.1) may be used to record and sign off the MOC performed.

1-13. MAINTENANCE TEST FLIGHT. When all required inspections in Section II have been accomplished and initialed in accordance with the above procedures, a daily inspection in accordance with the TM specified in Section II will be performed on the aircraft to permit a maintenance test flight (MTF) to be made. The MTF shall be performed in accordance with the requirements of TM 55-1520-242-MTF and TM 1-1500-328-23, using the MTF Form in the MTF Technical Manuals. A suggested maintenance test flight checksheet (Figure 1-5) and Rotor Smoothing Record (Figure 1-6) are provided at the end of Section I.

1-14. CHECKLIST DISPOSITION. The completion of each phased maintenance shall be recorded on DA Form 2408-13 and DA Form 2408-15 as prescribed by DA PAM 738-751. The signed checklist, together with all continuation sheets shall be attached to DA Form 2408-13, and filed for the six month period as required by DA PAM 738-751.

1-15. INSPECTION AREAS. Figures 1-2 and 1-3 show the inspection areas of the UH-1H/V and EH-1H/X aircraft. These areas are titled as shown below. Figure 1-4 shows the location of access doors and panels which require removal at various phased maintenance inspections. Access panels and doors are identified by number of the text where applicable. Additional panels and doors may be removed as required to facilitate inspection requirements.

1-15.1 This TM checklist may contain inspection requirements applicable to specific equipment not installed on your aircraft. Those requirements should be disregarded

1-16. Deleted.

1-17. 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 this manual direct to: Commander, U.S. Army Aviation and Missile Command (AMCOM), ATTN: AMSAM-MMC-LS-LP, Redstone Arsenal, AL 35898-5230. You may also submit your recommended changes by E-mail directly to ls-lp@redstone.army.mil, or by fax at 256-842-6546 or DSN 788-6546. A reply will be furnished directly to you.

Instructions for sending an electronic 2028 may be found at the back of this manual immediately preceding the hardcopy DA Forms 2028.

TM 55-1520-210-PM

AREA NO.	AREA TITLE
1	Aircraft Exterior
2	Nose Area
3	Forward Radio/Battery Compartment
4	Cockpit Interior
5	Cabin Interior
6	Under Floor Cockpit/Cabin
7	Lower Pylon Area (Via Cabin Interior)
8	Upper Pylon Area (Via Cabin Roof)
9	Main Rotor and Mast Area
10	Engine Air Induction Area
11	Engine Compartment
12	Cabin Roof
13	Cabin Sides, Bottom and Landing Gear
14	Under Cabin Pylon Area (Hell Hole)
15	Mid Fuselage Under Engine Deck
16	Electronic Comm. Compartments
17	Engine Area Exterior
18	Tailboom Interior
19	Tail Rotor Drive Train Area
20	Tail Rotor and Gearbox Area
21	Oil Cooler Aft Battery Compartment
22	Heater Compartment

1. AIRCRAFT SERIAL NUMBER				2. MODEL				3. DATE				4. PAGE					
PART I - FAULT INFORMATION								PART II - CORRECTING INFORMATION									
STATUS		SYS		DATE		NO.		TIME		PID		DATE		TIME		HRS	
ROUNDS		ACTION CODE		WUC		ACTION		ACTION		ACTION		ACTION		ACTION		ACTION	
FAULT/REMARKS								ACTION									
A/C HRS		WHEN DISC		HOW REC		MAL EFF		WUC		CMH		OMH		FMH		DMH	
W.O.		REQ		OTHER		TIPID		TI MAN-HOURS		TIPID		TI MAN-HOURS		TIPID		TI MAN-HOURS	
STATUS		SYS		DATE		NO.		TIME		PID		DATE		TIME		HRS	
ROUNDS		ACTION CODE		WUC		ACTION		ACTION		ACTION		ACTION		ACTION		ACTION	
FAULT/REMARKS								ACTION									
A/C HRS		WHEN DISC		HOW REC		MAL EFF		WUC		CMH		OMH		FMH		DMH	
W.O.		REQ		OTHER		TIPID		TI MAN-HOURS		TIPID		TI MAN-HOURS		TIPID		TI MAN-HOURS	
STATUS		SYS		DATE		NO.		TIME		PID		DATE		TIME		HRS	
ROUNDS		ACTION CODE		WUC		ACTION		ACTION		ACTION		ACTION		ACTION		ACTION	
FAULT/REMARKS								ACTION									
A/C HRS		WHEN DISC		HOW REC		MAL EFF		WUC		CMH		OMH		FMH		DMH	
W.O.		REQ		OTHER		TIPID		TI MAN-HOURS		TIPID		TI MAN-HOURS		TIPID		TI MAN-HOURS	

DA FORM 2408-13-1, OCT 91

AIRCRAFT INSPECTION AND MAINTENANCE RECORD
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

Figure 1-1. DA Form 2408-13-1

DATE _____

Page _____

[illegible]

DA FORM 2408-13-2, NOV 91

RELATED MAINTENANCE ACTIONS RECORD

For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

Figure 1-1.1. DA Form 2408-13-2

1-10.1/(1-10.2 blank) C18

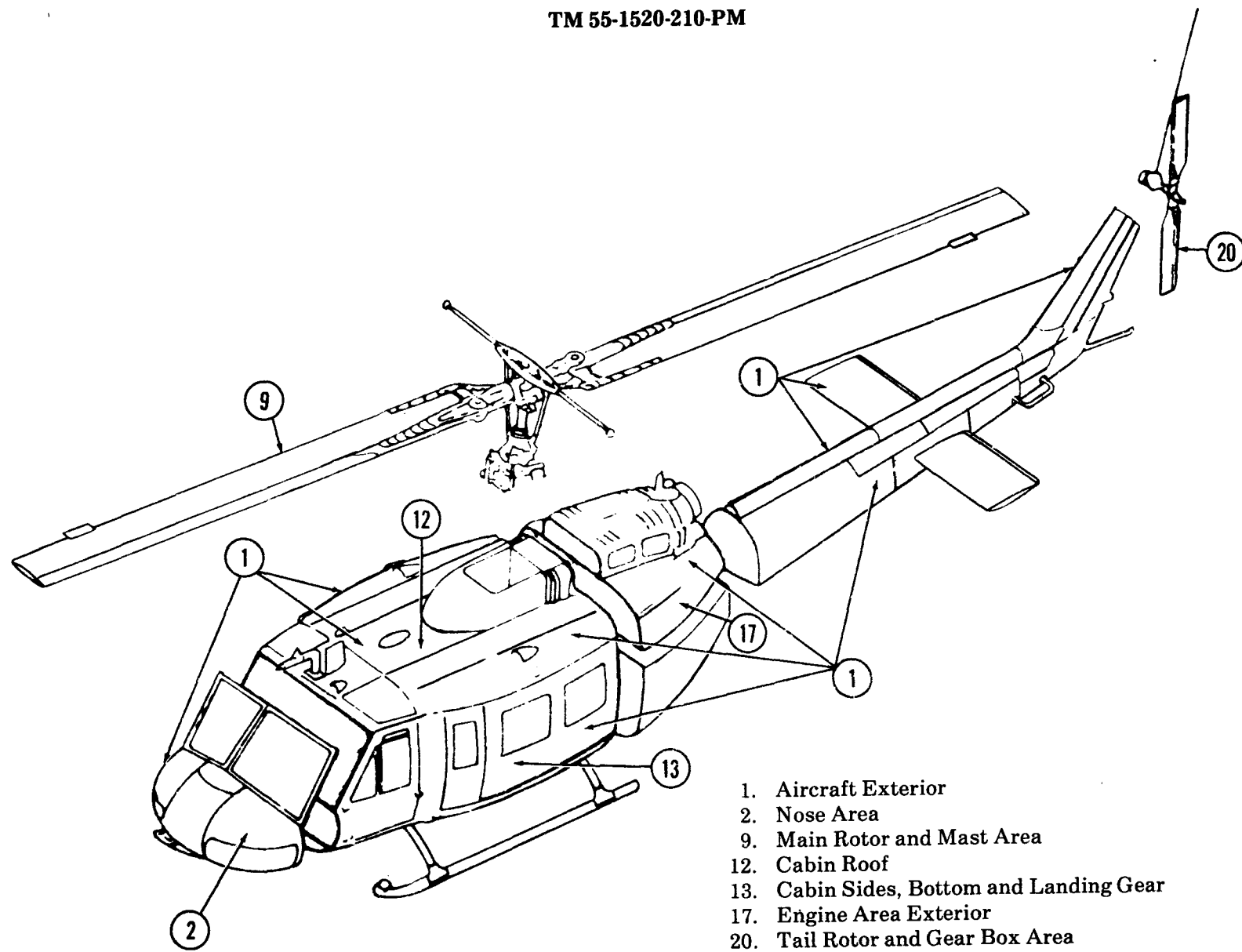
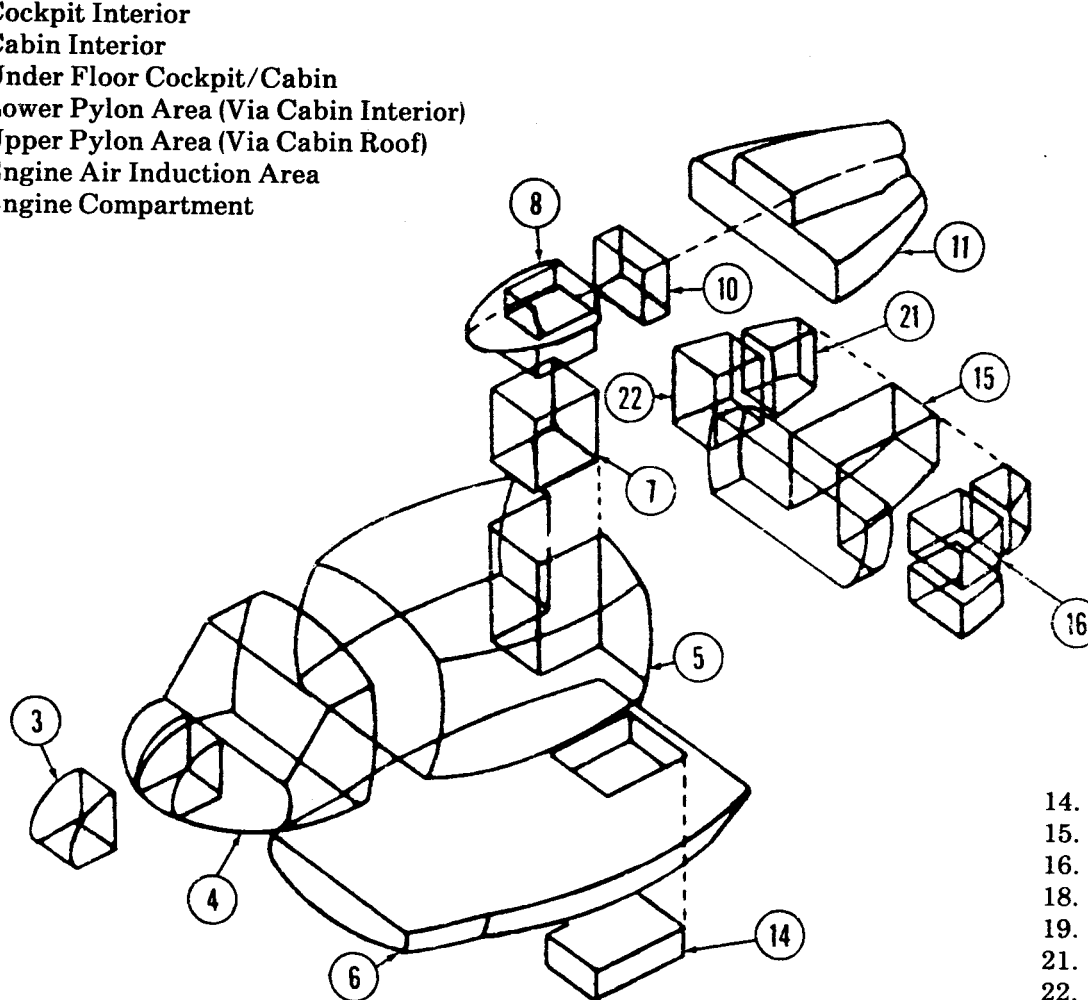


Figure 1-2. Exterior Inspection Areas

- 3. Forward Radio/Battery Compartment
- 4. Cockpit Interior
- 5. Cabin Interior
- 6. Under Floor Cockpit/Cabin
- 7. Lower Pylon Area (Via Cabin Interior)
- 8. Upper Pylon Area (Via Cabin Roof)
- 10. Engine Air Induction Area
- 11. Engine Compartment



- 14. Under Cabin Pylon Area (Hell Hole)
- 15. Mid Fuselage Under Engine Deck
- 16. Electronic Comm. Compartments
- 18. Tailboom Interior
- 19. Tail Rotor Drive Train Area
- 21. Oil Cooler Aft Battery Compartment
- 22. Heater Compartment

Figure 1-3. Interior Inspection Areas