# TECHNICAL MANUAL
# PREVENTIVE MAINTENANCE
# DAILY

## AH-1E/F/P/S HELICOPTER

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

* This manual supersedes TM 55-1520-244-PMD, 30 April 1990, including changes.

**HEADQUARTERS, DEPARTMENT OF THE ARMY**

**30 April 1992**

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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 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:** 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 MAY DUPLICATE INSPECTION DATA CONTAINED IN THE PREVENTIVE MAINTENANCE CHECKS AND SERVICES (PMCS) TABLES IN THE SUBSYSTEM TMs OR THE INSPECTION CRITERIA INCLUDED IN THE PM AND PMD MAY DIFFER FROM THAT INCLUDED IN THE SUBSYSTEM TMs. WHEN A DIFFERENT INSPECTION INTERVAL IS SPECIFIED IN THE PMCS, THE PM AND PMD WILL TAKE PRECEDENCE. THE PM AND PMD SHALL BE USED TO PERFORM ALL DAILY AND/OR PHASE INSPECTIONS EXCEPT WHERE THE INSPECTION IS REFERENCED TO THE APPROPRIATE SUBSYSTEM TM. IN THIS CASE THE PMCS TABLES IN THE SUBSYSTEM TMs SHALL BE USED.

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**1. Inspection Requirements.** This manual contains complete requirements for daily inspection for AH-1 E/F/P/S helicopters. 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 or table of contents in the applicable manuals will facilitate locating the required information.

**NOTE**

Many procedures in this manual begin with a command such as check, inspect, or clean, etc. Where a specific command is not given, inspect, is implied.

**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 when certain equipment is to be inspected and 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 listed 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 and an appropriate statement (to include authority) must be entered in blocks 16 and 17 of DA Form 2408-13 (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 ensure 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 inspections as necessary to ensure safe flight.

**c.** This manual may contain inspection requirements applicable to specific equipment not installed on helicopter. Those requirements that are not applicable should be disregarded.

**d.** DA Form 2408-13 shall be used to record all deficiencies or shortcomings discovered during the inspection to insure the current status of the aircraft is recorded.

**e.** A one and one-half inch space between each area of inspection is being provided to allow insertion of additional inspection items as required by local command inspection procedures.

**f.** Panels, fairings, and/or cowlings that are removed to facilitate this inspection do not require separate DA Form 2408-13 entries.

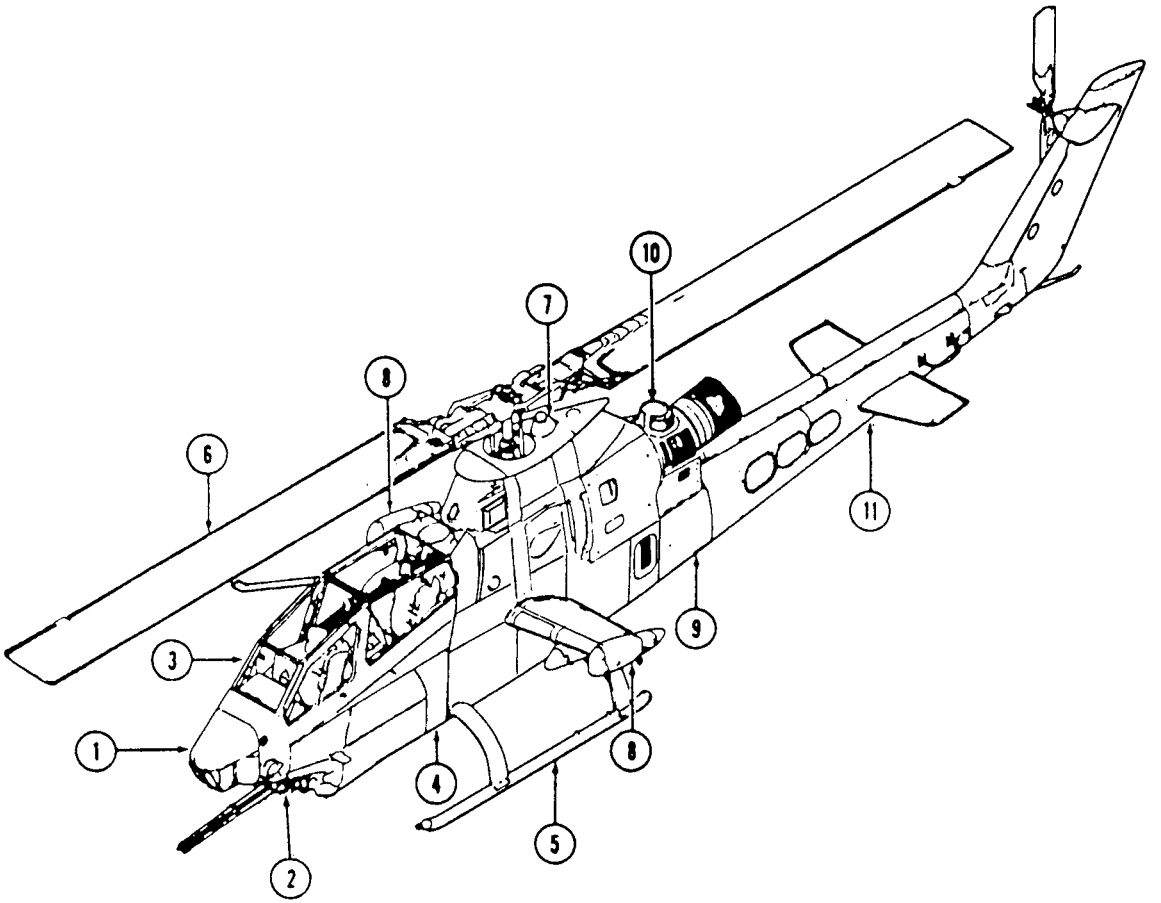
**4. Special instructions.**

**a.** A Preventive Maintenance Daily inspection is accomplished after the last flight of the mission day, or prior to the first flight on 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.

**b.** Requirements to accomplish each inspection are stated at top of the checklist.

**5. Reporting of 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 that the publication number and title refer to this **PMD)** directly to Commander, U.S. Army Aviation Systems Command, ATTN: AMSAV-MC, 4300 Goodfellow Blvd., St. Louis, MO 63120. A reply will be furnished to you.

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




NOTE

AH-1F shown, typical areas apply to AH-1P, E, and S.

Figure 1. Area Diagram