

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.

HEADQUARTERS, DEPARTMENT OF THE ARMY
30 JUNE 1994

**AH-64A HELICOPTER
10 HOUR/14 DAY 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 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.

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*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

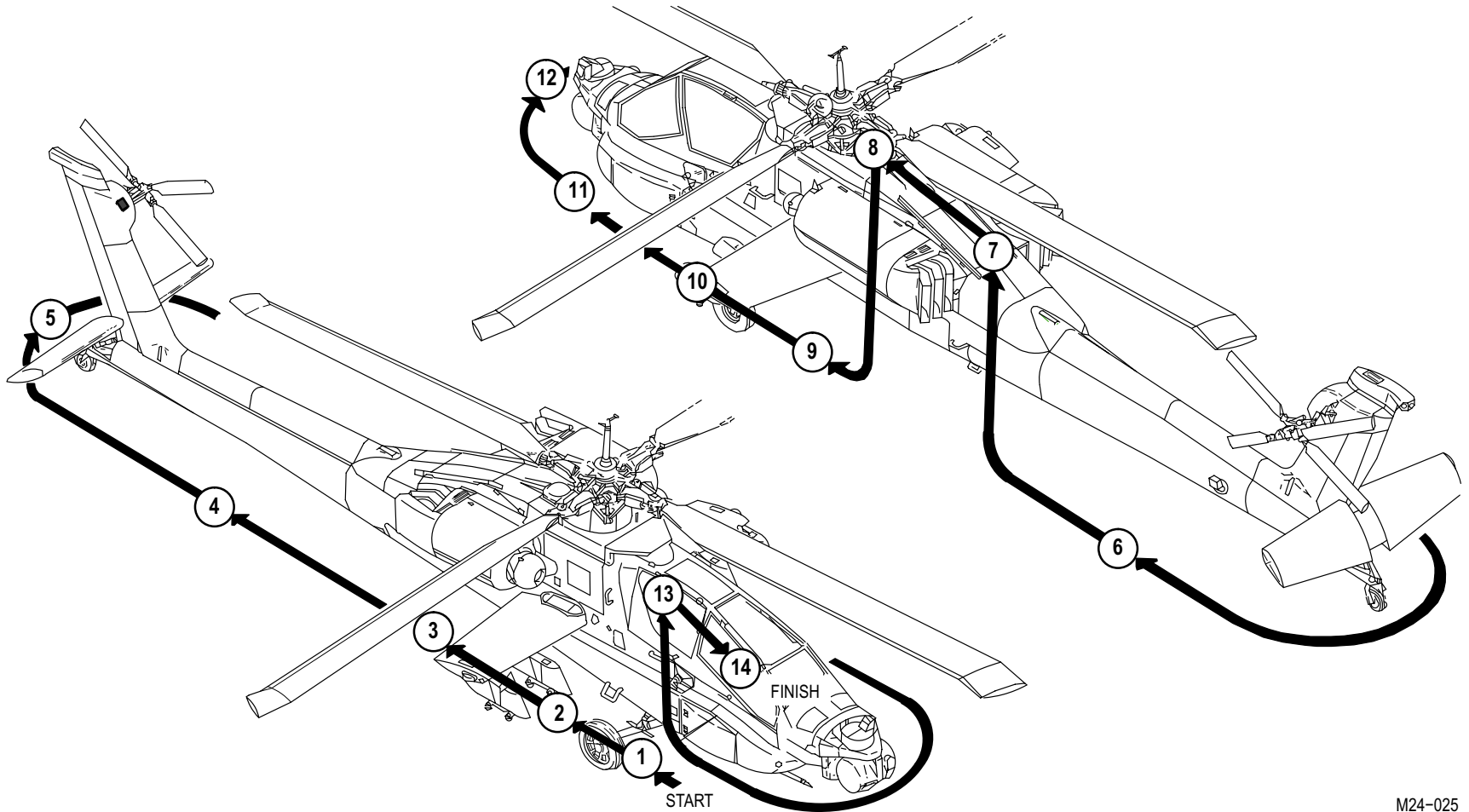
mission is completed, the 10 hour/14 day inspection must be completed before starting the next flight. In no case shall the aircraft intentionally be scheduled for a flight that will cause it to exceed the ten hour inspection due time by more than two hours without Commander's prior approval. After such 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