TM 55-1520-210-CL

DEPARTMENT OF THE ARMY TECHNICAL MANUAL

Operator's and Crewmembers' Manual

ARMY MODELS
YUH–1D, UH–1D, AND UH–1H
AIRCRAFT

Pilot's Checklist

HEADQUARTERS, DEPARTMENT OF THE ARMY
APRIL 1969

*TM 55-1520-210-CL

HEADQUARTERS
DEPARTMENT OF THE ARMY
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TM 55-1520-210-CL is published for the use of all concerned.

By Order of the Secretary of the Army:

W. C. WESTMORELAND,
General, United States Army,
Chief of Staff.

Official:
KENNETH G. WICKHAM,
Major General, United States Army
The Adjutant General.

DISTRIBUTION:
To be distributed in accordance with DA Form 12-31 (qty rqr block no. 69) requirements for Operator and Crew Maintenance Instructions for UH-1D aircraft.

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*This manual supersedes TM 55-1520-210-CL, 28 October 1968.

NORMAL

GENERAL INFORMATION AND SCOPE

SCOPE. This checklist contains the operator's and crew-member's checks to be accomplished during normal and emergency operations. Performance data pertinent to normal operation of the aircraft is provided in the performance data section of this checklist.

GENERAL INFORMATION. The checklist consists of three parts: Normal procedures, emergency procedures, and performance data. Normal procedures consist of the procedures required for normal flight. Emergency procedures are subdivided into 10 classifications as follows: engine, propeller (Prop.), fire, fuel, electrical (Elec), hydraulic (Hyd), landing and ditching (Ldg/Dtch), flight controls (Flt Cont), bailout or ejection (Bailout) (Eject), and armament (Armt), as applicable. Performance data consists of charts and tables containing takeoff, cruise, and landing data. The takeoff and landing data card is also contained in the performance data.

NOTE

This checklist does not replace the amplified version of the procedures in the operator's manual (TM 55-1520-210-10) but is a condensed version of each procedure.

Normal Procedures Pages. The contents of the normal procedures of this manual are a condensation of the amplified checklist appearing in the normal procedures or crew duties portion of the applicable operator's manual.

Emergency Procedures Pages. The requirements in this section of the condensed checklist manual (CL) are identical to those for the normal procedures, except that the information is drawn from the amplified checks in the emergency procedures portion of the operator's manual. The emergency requirements are sub-divided into the 10 classifications listed above.

Performance Data Pages. A takeoff and landing data card is provided. The card covers the four phases listed below as well as all those items which are applicable and change during takeoff and landing.

Takeoff Data
Landing Immediately After Takeoff
Landing Data
Conditions

Symbols Preceding Numbered Steps.

* — Indicates performance of steps is mandatory for all "Thru Flights."

(N) — Means performance of step is mandatory for "Night Flights."

★ — Indicates a detailed procedure for this step is included in the Performance Checks section, located at the back of the checklist.

(I) — Indicates mandatory check for "Instrument Flights."

(O) — Indicates if installed.

Reporting of Improvements. Reports of errors, omissions, and recommendations for improving this publication by the individual user is encouraged. Reports should be submitted on DA Form 2028, Recommended Changes to DA Publications, and forwarded direct to Commanding General, U.S. Army Aviation Materiel Command, ATTN: AMSAV-M P. O. Box 209, Main Office, St. Louis, Missouri 63166.

CODE SYSTEM

D UH-1D only
(T53-L-9, T53-L-9A or T53-L-11 series engine.)

H UH-1H only (T53-L-13 engine).
No code applies to both UH-1D and UH-1H.

FLIGHT PLANNING

CHECK — Mission and destination.
SELECT — Performance charts.
RECORD — Fuel quantity, airspeed, power settings, take-off, climb, cruise or hovering conditions, landing and fuel consumption for operating gross weight and climatic conditions.
Take-Off and Landing Data Cards.

WEIGHT AND BALANCE

Form 365F — Completed.
Compute take-off and landing gross weight, CG location, and weight of fuel, oil, payload, etc.
Loading limitations — Check.

BEFORE EXTERIOR CHECK

1. Forms and publications — Check.
2. Battery Switch — OFF.
(N)3. Lights — Check, OFF.
4. Fuel and Cap Security — Check.

EXTERIOR CHECK — FUSELAGE FRONT

1. Rotor Blade — Condition.
2. Cabin Top — Condition and ventilators.
3. Radio Compartment — Security.

4. Radio Compartment Door — Secured.
(O)5. FM Antennas — Condition/Security.
6. Pitot Tube — Check.
7. Cabin Lower Area — Check.
(O)8. Cargo Suspension Mirror — As desired.
9. Landing and Searchlight — Stowed.

FUSELAGE — LEFT SIDE

(O)1. Pitot-Static Port — Unobstructed.
2. NAV Light — Condition/Security.
3. Entrance Doors — Condition/Operation.
4. Landing Gear — Condition.
5. Cargo Suspension Cable — Check.

FUSELAGE — AFT CABIN LEFT SIDE

1. Eng/Trans Area—Check—Cowling Secure.
2. Electrical Compartment — Check.
3. Fuel Filter — Drain, check.
4. Right, Left Pumps and Sumps — Drain.
(O)5. Aux Fuel Tank Filter and Sump — Drain.
6. Access Doors — Secure.

AFT FUSELAGE — LEFT SIDE

1. Tail Rotor Drive Shaft Coupling — Position, Security.
2. Aft Fuselage — Condition.
3. Synchronized Elevator — Condition.
4. Antenna — Condition/Security.

5. Main Rotor Blade — Condition rotate 90° to fuselage.

FUSELAGE — FULL AFT

1. Extension Covers — Secure.
2. Tail Rotor — Condition, free movement.
3. Tail Skid — Condition/Security.
4. Nav Lights — Condition/Security.
5. FM Antenna — Condition.

AFT FUSELAGE — RIGHT SIDE

1. Tail Rotor Gearboxes — Condition — Oil Levels.
2. Antenna — Condition/Security.
3. Synchronized Elevator — Condition.
4. Aft Fuselage — Condition.

FUSELAGE — AFT OF CABIN RIGHT SIDE

1. Oil Cooling Fan Compartment — Check.
2. Baggage Compartment — Check.
3. Eng/Trans Area — Check, cowling secure.
4. Oil Level — Check.

(O) 5. Hydraulic Fluid — Check.

6. Access Doors — Secured.

FUSELAGE — CABIN RIGHT SIDE

1. Nav Lights — Condition/Security.

(O) 2. Hydraulic Fluid — Check.

3. Entrance Doors — Condition/Security.
4. Landing Gear — Condition.
(O)5. Pitot-Static Port — Unobstructed.

CABIN TOP

1. Main Rotor System — Condition, security, fluid levels.
2. TRANS and HYD cap — Secure.
3. Short Shaft — Condition/Security.
4. Engine Air Intake — Unobstructed.
5. Antennas — Condition/Security.
6. Anti-collision Light — Condition/Security.
7. Engine and Trans Cowling — Secured.
8. Cabin Top Ventilators — Unobstructed.

INTERIOR CHECK — CARGO COMPARTMENT

(N) 1. Battery Switch — ON.
(N) 2. Dome Lights — As required.
3. Fire Extinguisher — Check.
4. Cargo — Secure.
5. Passenger Seats — Secure.
6. First Aid Kits — Condition/Security.
7. Trans Oil — Check.
8. Electrical Outlets — Condition.
9. Crewmember Radio Panel — Check.
10. Loose Equipment — Secured.
(N)11. Dome Lights — OFF.
(N)12. Battery Switch — OFF.

BEFORE STARTING ENGINE

1. Entrance Doors — Secured.
2. Seat and Pedals — Adjust.
3. Seat Belt and Shoulder Harness — Adjusted/Fastened.
4. Shoulder Harness Lock — Check.
5. Cyclic, Collective, and Throttle Friction — OFF.
6. Cyclic, Collective Pitch and Pedals — Check/Position.
7. Landing/Searchlight — OFF.
8. AC Circuit Breakers — IN.
9. Radio — OFF/Set.
10. Governor — AUTO.
11. De-Ice — OFF.
12. Aux Fuel Pump — OFF.
13. Low rpm Audio — OFF.
14. Main Fuel — OFF.

(O) 15. Start Fuel — OFF.

16. HYD Cont Switch — ON.
17. Force Trim — ON.
18. Chip Detector Switch — BOTH.
19. Compass Slaving — IN/MAG.
20. Instruments — Static indications, markings.
21. Turn and Slip Indicator — Check.
22. Marker Beacon — OFF.
23. Clock — Wound/Running.
24. MAGnetic Compass, DEViation Card — Check.
25. VSI's — Note Indication.

26. Heading Indicator — ADF Position, DEV card posted.
27. Altimeters — Set.
28. Airspeed Indications — Note indication.
29. Free-Air Temp Gauge — Note Indication.
30. Str/Gen Switch — START.
31. Nonessential Bus — NORMAL ON.
32. VM Selector Switch — BAT (main Gen if APC Start).
33. Main Generator Switch — ON.
34. AC Phase Selector — AC Phase.
35. Inverter Switch — OFF.
36. Instrument Lights — As required.
37. DC Circuit Breakers — IN, (except armament and special equipment).
38. Pitot Heat — OFF.
39. Dome Light — As required.
40. External Lights — As required.
41. Anti-collision Light — OFF.
42. Wipers — OFF.
43. Cargo Rel Switch — OFF.
44. Cabin Heating Switches —OFF.

STARTING ENGINE

1. Bat Switch — OFF. (ON for battery start).
2. Copilot's Attitude Indicator — Cage (APU Start only).
3. Inverter Switch — SPARE. (OFF for battery start).
4. Fire Detector Light —Test.
5. Rpm Warning Light — ON.

6. Fuel Filter and Cargo Release Light — Test.
7. Fuel Gage Test Switch — Test (APU Start).
8. Caution Panel Warning Lights — Test, RESET.
9. Main Fuel Switch — ON. (Check fuel pressure APU start.)

(O) 10. Start Fuel — ON.

11. Governor RPM INC-DEC Switch — DEC 10 seconds.
12. Throttle — Set.

(N) 13. Dome Light — OFF.

14. Fireguard — Posted.
15. Rotor Blades — Clear.
16. Starter Switch — (40 sec max).

(O) 17. Start-fuel Switch — OFF at 400° EGT.

18. Starter Switch — Release at 40% N_1.
19. Copilot's Attitude Indicator (Battery Start) — Cage.
20. Inverter Switch (Battery Start) — Spare.
21. Throttle — Flight Idle.
22. Gas Producer 56% to 58% (L-13 engine — 70% to 72%).
23. Engine Oil Pressure — Normal.
24. Transmission Oil Pressure — Normal.

(N) 25. Interior Lights — As desired.

26. APU — (APU Start) — Disconnect.
27. Battery Switch (APU Start) — ON.
28. Fuel Gauge Test Switch (Battery Start) — Test.

ENGINE RUNUP

1. Force Trim — Check.
2. Hydraulic System — Check.
3. ICS and Radios — ON as desired.
4. Helmet — ON.
5. Fuel System and De-Ice — Check.
(I)6. Pitot Heat — Check.
7. AC Phase Selector — Check (leave in BC).
8. Inverter Switch — OFF, then MAIN.
9. AC Phase Selector — Check (leave in AC).
10. Voltmeter Selector Switch—Check (leave in NONESS BUS position).
11. Main Generator — OFF.
12. Starter Generator — Standby.
13. Nonessential Bus Switch — Check.
14. Voltmeter Selector Switch — Check remaining positions; (Leave in MAIN GEN position).
15. Main Generator — ON.
16. Throttle — Full open. 6000 plus or minus 50 rpm.
17. All Engine and Transmission Instruments — Normal.
18. Low Rpm Audio Switch — Audio.
19. RPM INC-DEC Switch — Full Increase — 6700 plus or minus 50 rpm, set rpm at 6600.
(I)20. Communication and Nav Radios — Operational check as desired.
21. Clock — Set.
(I)22. Heading Indicator — Check.

(I)23. MAG Compass — Check.
(I)24. Altimeter — K-factor.
(I)25. Attitude Indicator — Set.
26. Anti-collision Light — As desired.
27. Force Trim Switch — As desired.
28. Collective Pitch Friction — As desired.

PRIOR TO INSTRUMENT TAKEOFF

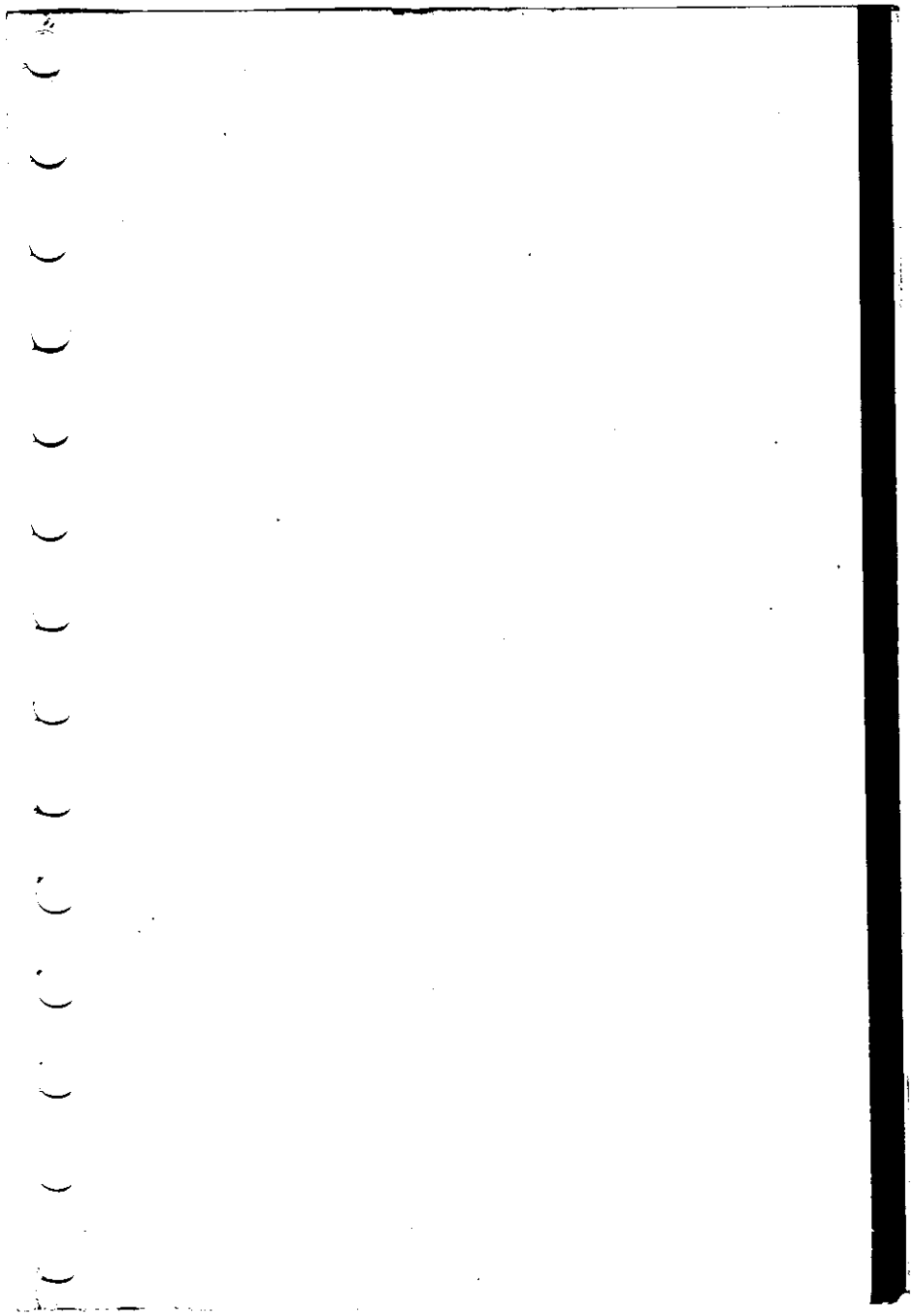
(I)1. VSI, Altimeter — Indicates climb, descent.
(I)2. Turn Needle, Heading Indicator, and Magnetic Compass — Indicates turn right and left.
(I)3. Slip Indicator — Ball free in race.
(I)4. Attitude Indicator — Indicates nose high, nose low, bank left, right.
(I)5. Airspeed Indicator — Check.
(I)6. Engine and Transmission Instruments — Normal.
(I)7. Engine RPM — As desired.
(I)8. Torque — Note PSI for hover.
(I)9. Index Over Take-Off Heading — Set.
(I)10. Pitot Heat — As required.

BEFORE TAKEOFF AND LANDING CHECK

1. RPM — 6600.
2. Fuel Quantity — Check.
3. Instruments — Normal.
4. Caution Lights — Check.
5. Low RPM Audio Warning Switch — AUDIO.
6. Bleed air switch — OFF.

ENGINE SHUTDOWN

1. Collective Pitch — Full down.
2. Governor RPM INC-DEC Switch — Full decrease.
3. Throttle — Flight idle.
4. Low RPM Audio — OFF.
5. Force Trim — ON.
6. Starter-Generator Switch — START.
(N)7. Nav Lights — Flashing.
8. Anti-collision Light — OFF.
9. Exhaust Gas Temp — Stabilize, minimum of two minutes.
10. Throttle — OFF.
11. Main Fuel Switch — OFF.
12. Radios and ICS — OFF.
13. Electrical Switches — OFF (except main generator and battery).
(N)14. Nav Lights — OFF, after rotor tied down.
15. Battery — OFF.
16. Main Rotor Blades — Tie down.
17. Walk Around Inspection — Complete.
18. DA Form 2408-12 and -13 — Complete.



EMERGENCY

ENGINE

ENGINE FAILURE DURING TAKEOFF AND WHILE HOVERING BELOW 10 FEET

1. Collective — Maintain position.
2. Cyclic — Apply as required to maintain position over ground.
3. Directional Control — Maintain.
4. Collective Pitch — Approximately one foot above the ground, cushion landing.

ENGINE FAILURE LOW ALTITUDE

1. Collective — Reduce to maintain rotor rpm.
2. Directional Control — Maintain.
3. Select Landing Area.
4. If Altitude Permits — Obtain forward airspeed, turn off switches and fuel.
5. Cyclic — Decelerate.
6. Collective — Cushion landing.

ENGINE FAILURE DURING FLIGHT

1. Collective — Maintain rotor rpm within limits.
2. Autorotative Glide — Establish.
3. Select forced landing area.
4. If time permits — Make radio call, turn battery switch and fuel valve — OFF.
5. Shoulder Harness — Lock.
6. Cyclic — Decelerating attitude as necessary.

7. Collective — Cushion landing.

ENGINE RESTART DURING FLIGHT

1. Establish autorotative glide.
2. Select forced landing area.
3. GOV switch — EMERGENCY.
4. Attempt Start.
5. Throttle — As necessary to maintain operating RPM.

EMERGENCY STARTING PROCEDURE

1. Throttle Closed.
2. Engine Fuel Control/Governor switch — Emergency.
3. Energize starter, start clock (start-fuel flow and ignition occur simultaneously).
4. When N_1 speed passes through 8%, open throttle slowly and advance to flight idle position as start progresses.
5. Release starter switch at 40% N_1 or after 40 seconds, whichever occurs first.
6. Engine Fuel Control/Governor switch — AUTOmatic.

TAIL ROTOR MALFUNCTION

Refer to Tail Rotor Malfunction In Flight, Chapter 4 of TM 55-1520-210-10.

LOSS OF ENGINE/TRANSMISSION OIL PRESSURE OR EXCESSIVE ENGINE/ TRANSMISSION OIL TEMPERATURE

Accomplish a normal landing at the nearest available safe landing area (open field, etc.).

FIRE

ENGINE FIRE DURING STARTING — INTERNAL

1. Starter Switch — Continue to press.
2. Throttle — Close.
(O)3. Start Fuel — OFF.
4. Main Fuel — OFF.
5. As EGT decreases to normal — Complete shutdown and record limit and duration of hot start on DA Form 2408-13.

ENGINE FIRE DURING STARTING — EXTERNAL.

1. Close Throttle.
2. Complete Shutdown.
3. Exit the Aircraft.
4. Use Fire Extinguisher.

ENGINE FIRE DURING FLIGHT

1. Select Forced Landing Area.
2. Autorotational Glide — Establish.
3. Throttle — Close.
4. Fuel Main switch — OFF.
5. Battery switch — OFF.
6. Generator switch — OFF, except when power is required to operate lights or avionic equipment.
7. Shoulder Harness — Lock.
8. Autorotational Landing — Accomplish.

FUSELAGE FIRE

1. Airspeed — Reduce to minimum.
2. Windows and Doors — Open if smoke enters cabin.
3. Battery switch — OFF.
4. Generator switch — OFF (ON if lighting or avionic equipment is to be used).
5. Landing — Accomplish at the nearest available safe landing area (open field, etc.).

ELECTRICAL FIRE

1. Instruments — Check.
2. Battery and Generator switches — OFF.
3. Circuit Breakers — Out.
4. Landing — Accomplish at the nearest available safe landing area.

SMOKE AND FUME ELIMINATION

1. Pilot's and Copilot's Windows — Open.
2. Cabin Ventilators — Open.
3. Cargo Doors — Open.
4. Aircraft Controls — Side slip, if practical.

FUEL SYSTEM FAILURE

FUEL SYSTEM FAILURE (DURING FLIGHT)
FUEL BOOST PUMP FAILURE

1. Descend — Descend below 4600 feet if possible.
2. Main Fuel switch — ON.
3. Main Fuel and Fuel Boost Pump Circuit Breakers — IN.

FAILURE OF ENGINE FUEL PUMP

1. Land at the nearest available safe landing area (open field, etc.).

ENGINE FUEL CONTROL SYSTEM
MALFUNCTIONS

OVERSPEEDING N_2 GOVERNOR (HIGH RPM).

1. Simultaneously increase collective, rolling off twist grip throttle — establish operating rpm.
2. Maintain desired operating rpm with throttle and collective.
3. Land at nearest available safe landing area.

LOSS OF ENGINE (N_2) RPM

1. Collective — Down to maintain rotor rpm.
2. Throttle — Retard.
3. Governor switch — EMERGENCY position.

4. Governor RPM INCREASE-DECREASE Switch —DECREASE.

   Throttle — Advance slowly and firmly to obtain engine operating rpm.

COMPRESSOR STALL

1. Collective — Reduce power.
2. De-Ice switch — OFF.
3. Bleed Air — OFF.
4. Land — Normal landing at the nearest available safe landing area (open field, etc.).

INLET GUIDE VANE ACTUATOR FAILURE

If failure of the Inlet Guide Actuator occurs, the pilot will notice an instantaneous rise in EGT. By reducing collective pitch, the EGT can be maintained in the green arc; however, this will result in the engine producing a maximum of 500 (SHP) shaft horsepower (approximately 20 to 25 pounds torque).


ELECT

ELECTRICAL (ELECT) SYSTEM FAILURE

CHIP DETECTOR WARNING LIGHT ILLUMINATION

Illumination of either the XMSN, TAIL ROTOR, or ENGINE CHIP DET warning lights indicates metal particles in the transmission, tail rotor gear boxes or engine.

If either warning light illuminates, accomplish a landing at nearest available safe landing area.

ENGINE SHUTDOWN WITH COMPLETE ELECTRICAL FAILURE

In the event of a complete electrical failure accomplish engine shutdown as follows: Disconnect main fuel quick-disconnect at engine fuel filter.

HYDRAULIC (HYD) SYSTEM FAILURE

1. Airspeed — Adjust to comfortable level. (Approximately 60-70 knots).
2. Hydraulic Control Circuit Breaker — OUT. Check for electrical failure of hydraulic control switch.
3. Hydraulic Control Circuit Breaker — IN. If electrical failure of the hydraulic control switch has been eliminated and actual hydraulic failure confirmed.
4. Hydraulic Control switch — ON, (OFF, if power is not restored). Reset master caution light.
5. Landing — Accomplish landing at nearest available safe landing area (open field, etc.).

COLLECTIVE BOUNCE.

Collective bounce is a pilot induced vertical oscillation of the collective control system when an absolute friction (either pilot applied or control rigged) is less than seven pounds. Collective bounce may be encountered in any flight condition by a rapid buildup of vertical bounce at approximately three cycles per second. The severity of the oscillation is such that effective control of the aircraft may become difficult to maintain. The pilot should insure that adequate collective friction is applied, and maintained in all flight conditions. Should collective bounce be encountered accomplish the following:

1. Relax pressure on collective pitch control.
2. Hydraulic control switch — OFF.
3. Collective friction — Increase.
4. Collective pitch — Positive application either up or down.
5. Hydraulic control switch — ON after oscillation has subsided.

NOTE

Record duration and severity of collective bounce on 2408-13.

LDG/DTCH

LANDING AND DITCHING (LDG/DTCH)

LANDING IN TREES

1. Enter normal autorotation (from altitude or low level).
2. Landing area — Select.
3. Shoulder Harness — Lock.
4. Decelerate — Sufficient to attain zero ground speed at tree-top level.
5. Prior to main blade contact — Apply collective pitch sufficient to attain minimum rate of descent.
6. As helicopter settles — Increase collective pitch to maximum.

DITCHING — POWER ON

1. Descent and Pre-landing — Execute.
2. Possengers — Alerted.
3. Helicopter Position — Radio position.
4. Pilot's and Copilot's Doors — Jettison while hovering a few feet above water; both cargo doors full open; slide cargo doors full open.
5. Instruct passengers to exit helicopter.
6. Fly a Safe Distance — Avoid passenger injury.
7. Battery switch — OFF.
8. Main Fuel switch OFF, Close Throttle — Allow aircraft to settle in a level attitude, apply full collective. When aircraft begins to roll, apply full cyclic in the same direction.

9. Shoulder Harness and Safety Belt — Release and clear helicopter when main rotor has stopped.

DITCHING — POWER OFF

1. Collective Pitch — Adjust as required to maintain rotor rpm within limits.
2. Autorotative Glide — Establish into the wind.
3. Passengers — Alerted.
4. Helicopter Position — Radio position.
5. Battery Switch and Main Fuel switch — OFF.
6. Pilot and Copilot's Doors — Jettison at low altitude, both cargo doors full open.
7. Shoulder Harness — Lock.
8. Deceleration — Execute near water surface to attain zero ground speed.
9. Apply Collective Pitch — Sufficient to attain minimum rate of descent.
10. Allow aircraft to settle in a level attitude — apply full collective; when aircraft begins to roll, apply full cyclic in the direction of roll.
11. Shoulder Horness and Safety Belts — Release and clear helicopter when main rotor has stopped.

BAILOUT

BAIL OUT

1. Passengers — Alerted.
2. Helicopter Position — Radio position.
3. Doors — Open cargo doors as required.
4. Controls — Set to establish CRUISE forward speed with flight attitude slightly nose down.
5. When Ready — Bail out through nearest exit.

PERFORMANCE

TAKEOFF DATA CARD

CONDITIONS

Gross Weight	Lbs
Field Length	Ft
Density Altitude	Ft
Effective Wind	Kts

TAKEOFF

Takeoff Over 50 ft. Obstable	Ft
Obstacle Clearance Speed	Kts IAS

LANDING IMMEDIATELY AFTER TAKEOFF WITH POWER OFF CONDITION

Approach Speed	Kts IAS
Landing Distance Over 50 ft. Obstable	Ft

LANDING DATA CARD

CONDITIONS

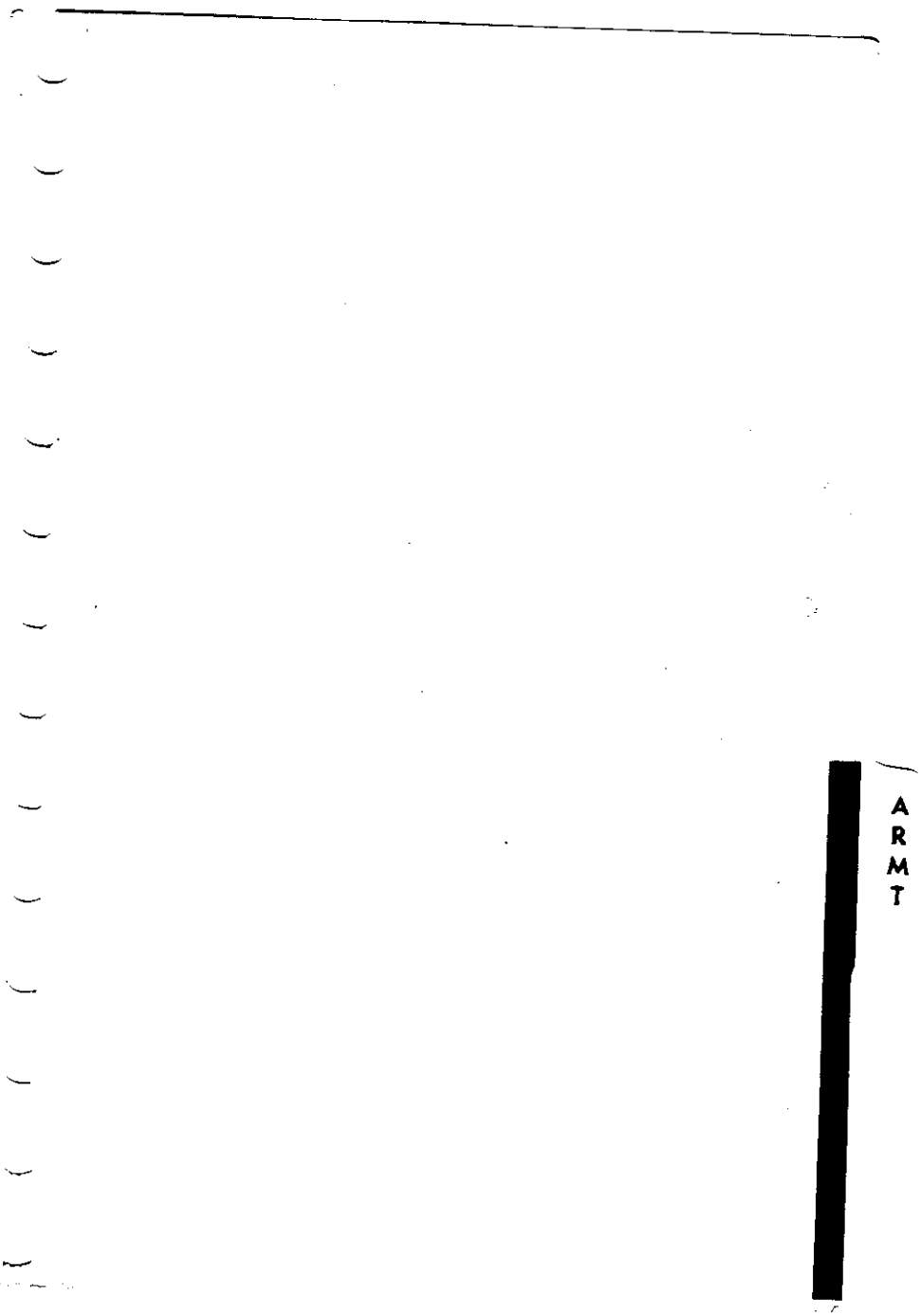
Field Length	Ft
Gross Weight	Lbs
Density Altitude	Ft
Effective Wind	Kts

(FRONT SIDE)

LANDING

Landing Distance Over 50 ft Obstacle	Ft
Approach Speed Over 50 ft Obstacle	Kts IAS

(REAR SIDE)


ARMT

M23 ARMAMENT SUBSYSTEM INSTALLED UH-1D/H HELICOPTER

ON ENTERING HELICOPTER

1. Right and left mount assemblies	INSTALLED
2. Machine guns M60D	INSTALLED AND SECURED
3. Safety button to safe "S" position	CHECK
4. Ammunition	CHECK
5. Safety harness	SECURED

AFTER FIRING

1. Safety button to safe "S" position	CHECK
2. Remove ammunition and clear barrel	CHECK

BEFORE LEAVING HELICOPTER

1. Machine guns M60D	SECURED
2. Ammunition	CHECK

RESCUE HOIST

HOIST OPERATION

The following sets forth the necessary steps for the hoist operator — to actuate hoist boom outboard, lower cable, retract cable, and return hoist boom to stowed position.

NOTE

Hoist cable is color coded as follows: First 25 feet is yellow, the next 175 feet is unpointed, the next 40 feet is yellow and the last 16 feet is red.

Check with pilot (use intercom) that hoist cable cutter, hoist control and hoist power circuit breakers are IN.

After pilot has established zero airspeed over desired location, move boom toggle switch to OUT position to swing hoist boom outboard.

Move variable speed control knob (labeled DOWN/UP) on hoist control pendant to DOWN to lower the hoist cable. Speed control must be moved to the right, then forward.

NOTE

The further the DOWN/UP speed control is moved from its neutral position, the faster the hoist will run. The hoist should

normally be operated at full speed, as slow speed operation will cause motor to heat excessively.

Move DOWN/UP speed control to UP to raise the hoist load. Speed control must be moved to the left, then aft.

NOTE

In case the extended portion of the hoist cable has to be jettisoned, a CABLE CUT is provided on the control box.

Move boom toggle switch to IN position to swing hoist boom inboard.

Bring hoist load into cabin and swing hoist boom to stowed (fully inboard).

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TM-55-1520-219-CL

DEPARTMENT OF THE ARMY TECHNICAL MANUAL

Operator's and Crewmember's Checklist

ARMY MODEL

UH-1B

Helicopter

Pilot's Checklist

HEADQUARTERS, DEPARTMENT OF THE ARMY

DECEMBER 1968

*TM 55-1520-219-CL

HEADQUARTERS
DEPARTMENT OF THE ARMY
Washington, D.C., *18 December 1968*

TM 55-1520-219-CL is published for the use of all concerned.

By Order of the Secretary of the Army:

WILLIAM C. WESTMORELAND
General, United States Army,
Chief of Staff.

Official:
KENNETH G. WICKHAM,
Major General, United States Army,
The Adjutant General.

Distribution:
To be distributed in accordance with DA Form 12-31 (qty rqr block no. 65) requirements for Operator and Crew Maintenance Instructions for UH-1A-1B aircraft.

*This manual supersedes TM 55-1520-219-10CL, 22 January 1968.

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Landing Data
Conditions

Symbols Preceding Numbered Steps:

* – Indicates performance of steps is mandatory for all Thru-Flights.

(N) – Means performance of step is mandatory for Night-Flights.

– Indicates a detailed procedure for this step is included in the Performance Checks section, located at the back of the checklist.

(I) – Indicates mandatory check for Instrument Flights.

(O) – Indicates if installed.

Reporting of Improvements. Reports of errors, omissions, and recommendations for improving this publication by the individual user is encouraged. Reports should be submitted on DA Form 2028, (Recommended Changes to DA Publications) and forwarded direct to Commanding General, U.S. Army Aviation Systems Command, ATTN: AMSAV-R- M, P.O. Box 209, St. Louis, Missouri 63166.

BEFORE EXTERIOR CHECK

1. Forms and Publications -- Check.
2. Battery Switch -- OFF.
(N) 3. Lights -- Check, OFF.
4. Fuel and Cap Security -- Check.

EXTERIOR CHECK -- FUSELAGE FRONT

1. Rotor Blade -- Condition.
2. Cabin Top -- Condition and Ventilators.
3. Radio Compartment -- Security.
(O) 4. FM Antennas -- Condition/Security.
5. Pitot Tube -- Unobstructed.
6. Cabin Lower Area -- Condition.
(O) 7. Cargo Suspension Mirror -- As desired.
8. Landing and Searchlight -- Stowed.

FUSELAGE -- LEFT SIDE

1. Pitot-Static Port -- Unobstructed.
2. Navigation Light -- Security.
3. Entrance Doors -- Condition/Operation.
4. Landing Gear -- Condition.
5. Cargo Suspension Cable -- Condition/ Operation.

FUSELAGE -- AFT CABIN LEFT SIDE

1. Engine and Transmission Deck -- Check, Cowling Secure.
2. Electrical Compartment -- Check.
3. Defueling Valve -- Drain.
4. Fuel Filter -- Drain and Check.

5. Fuel Tank Sump and Pump – Drain.
6. Governor Control Drain – Drain.
7. Access Doors – Secure.

AFT FUSELAGE – LEFT SIDE

1. Tail Rotor Drive Shaft Coupling – Position and Security.
2. Aft Fuselage – Condition.
3. Synchronized Elevator – Condition.
4. Antenna – Condition/Security.
5. Main Rotor Blade – Condition, Rotate 90°.

FUSELAGE – FULL AFT

1. Extension Covers – Secure.
2. Tail Rotor – Condition, Free Movement.
3. Tail Skid – Condition/Security.
4. Navigation Light – Condition/Security.
5. FM Antenna – Condition.

AFT FUSELAGE – RIGHT SIDE

1. Tail Rotor Gearboxes Oil Levels – Check Oil Levels.
2. Antenna – Condition/Security.
3. Synchronized Elevator – Condition.
4. Aft Fuselage – Condition.

FUSELAGE – AFT OF CABIN RIGHT SIDE

1. Engine/Transmission Area – Check, Cowling Secure.
2. Baggage Compartment – Check.