TECHNICAL MANUAL

OPERATOR AND CREWMEMBER CHECKLIST

ARMY MODEL AH-1P (PROD) AH-1E (ECAS) AH-1F (MODERNIZED COBRA) HELICOPTERS

This copy is a reprint which includes current pages fron Changes 1 through 11.

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This manual supersedes TM 55-1520-236-CL dated 3 January 1980 including all changes.

HEADQUARTERS

DEPARTMENT OF THE ARMY

21 OCTOBER 1987

U R G E N T

TM 55-1520-236-CL

CHANGE NO. 12

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D. C., 12 December 1994

Operator's and Crewmember's Checklist

ARMY MODELS
AH-1P (PROD) AH-1E (ECAS)
AH-1F (MODERNIZED COBRA)
HELICOPTERS

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TM 55-1520-236-CL
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CHANGE NO. 11

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 31 August 1994

Operator's and Crewmember's
Checklist

ARMY MODEL
AH-1P (PROD) AH-1E (ECAS)
AH-1F (MODERNIZED COBRA)
HELICOPTERS

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P-1 through P-4	P-1 through P-4
E-21 and E-22	E-21 and E-22

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CHANGE HEADQUARTERS
DEPARTMENT OF THE ARMY
NO. 10 WASHINGTON, D.C., 15 November 1993

Operator and Crewmember Checklist

ARMY MODEL AH-1P (PROD)
AH-1E (ECAS)
AH-1F (MODERNIZED COBRA)
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CHANGE NO. 9

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 11 September 1992

Operator and Crewmember Checklist

ARMY MODEL AH-1P (PROD)
AH-1E (ECAS)
AH-1F (MODERNIZED COBRA)
HELICOPTERS

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CHANGE NO. 8

HEADQUARTERS
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Operator and Crewmember Checklist

ARMY MODEL AH-1P (PROD)
AH-1E (ECAS)
AH-1F (MODERNIZED COBRA)
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N-1 and N-2	N-1 and N-2
N-2.1/N-2.2	N-2.1/N-2.2
N-3 through N-6	N-3 through N-6
E-5/E-6	E-5/E-6
E-15/E-16	E-15/E-16
E-21 and E-22	E-21 and E-22
P-1 through P-4	P-1 through P-4

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CHANGE NO. 7

HEADQUARTERS
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WASHINGTON, D.C., 8 July 1991

Operator and Crewmember Checklist

ARMY MODEL AH-1P (PROD)
AH-1E (ECAS)
AH-1F ((MODERNIZED COBRA)
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Operator and Crewmember Checklist

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AH-1E (ECAS)
AH-1F (MODERNIZED CORBRA)
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N-2.1/N-2.2	N-2.1/N-2.2
N-3 and N-4	N-3 and N-4
E-15/E-16	E-15/E-16
E-21 and E-22	E-21 and E-22

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Operator and Crewmember Checklist

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AH-1E (ECAS)
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Operator and Crewmember Checklist

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N-1 and N-2	N-1 and N-2
N-3 through N-6	N-3 through N-6
E-1 and E-2	E-1 and E-2
P-1 through P-4	P-1 through P-4

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DEPARTMENT OF THE ARMY
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Operator and Crewmember Checklist

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Operator and Crewmember Checklist

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AH-1E (ECAS)
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DEPARTMENT OF THE ARMY
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Operator and Crewmember Checklist

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P-3 and P-4	P-3 and P-4

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GENERAL INFORMATION AND SCOPE

SCOPE. This checklist contains the operators and crewmembers checks to be accomplished during normal and emergency operations.

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, rotor/transmission/drive system, fire, fuel, electrical (Elect), hydraulic (Hyd), landing and ditching (Ldg/Dtch), flight controls (Flt Cont), bailout (Bailout), and mission equipment (MSN/EQPT) (as applicable).

NOTE

This checklist does not replace the amplified version of the procedures in the operators manual (TM 55-1520-236-10), 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 amplifed checklist appearing in the normal procedures or crew duties portion of the applicable operators manual.

Emergency Procedures Pages. The requirements for 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 operators manual. The emergency requirements are subdivided into the 10 classifications listed above.

Performance Data Pages. This section contains expanded armament checks and engine starting procedures.

Symbols Preceding Numbered Steps

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

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

(O) – Indicates if installed.

Immediate action emergency items are underlined for your reference and must be committed to memory.

Reporting of Errors. Reports of errors, omissions, and recommendations for improving this publication by the individual user are encouraged. Reports should be submitted on DA Form 2028 (Recommended Changes to Publications and Blank Forms) and forwarded direct to Commander, US Army Aviation Systems Command, AMSAV-MPSD, 4300 Goodfellow Blvd., St. Louis, MO 63120-1798.

CODE SYSTEM

P Production

E Enhanced Cobra Armament System

M Modernized Cobra

HELICOPTER AND SYSTEMS

BEFORE EXTERIOR CHECK

WARNING

Do not preflight until armament systems are safe.

★ *1. Armament systems - Safe.
*2. Canopy removal arming/firing mechanism safety pins - IN.
*3. Publications - Check.
4. BAT/BATTERY switch - ON/START.
5. NON-ESNTL BUS switch - MANUAL.
6. Lights - Check if use is anticipated.
7. BAT/BATTERY switch - OFF.
8. Pilot's HSS linkage assembly - Check.
9. Area behind pilot seat - Check.
10. Map light - OFF.
* 11. Canopy - Check.

AREA 1 - FUSELAGE AND MAIN ROTOR

*1. Fuel - Check quantity.
*2. Fuel sample - Check as required.
*3. Main rotor blade surface - Check.
4. Fuselage - Check.
*5. Ammunition bay - Check.
*6. Hydraulic compartment - Check.
7. Landing gear - Check.
8. Area beneath transmission - Check.
9. Wing - Check.
(O) 10. Armament - Check.
11. Engine and transmission cowling – Secure open.
*12. Transmission area - Check.

*13. Pylon area - Check.
*14. Swashplate and support - Check.
*15. Main rotor system/Root end fitting inboard surface - Check.
16. Engine compartment - Check and close cowlings.
16.1. Particle separator scavenge ejector - Check.
(O) 17. Laser sensor assembly - Check.
18. Fuselage - Check.

AREA 2 - TAIL SECTION - RIGHT SIDE

1. Tailpipe/IR duct assembly - Check.
2. Electrical compartment - Check.
3. Right side tailboom - Check.
*4. 42-degree gearbox - Check.
*5. Main rotor blade - Check.
*6. Tail rotor - Check.

AREA 3 - TAIL SECTION - LEFT SIDE

*1. 90-degree gearbox - Check.
2. Left side tailboom - Check.
3. Oil cooler compartment - Check.

AREA 4 - FUSELAGE - LEFT SIDE

1. Engine and transmission cowling - Secure open and check.
*2. Plenum and Particle separator - Check.
3. Tail rotor driveshaft - Check.
4. Transmission area - Check.
5. Deleted.
6. Swashplate and support - Check.
7. Top pylon area - Check.
8. Main rotor system - Check.
9. Engine and transmission cowlings - Close.

10. Wing — Check.
(O) 11. Armament — Check.
12. Area beneath transmission — Check.
13. Landing gear — Check.
14. Lower fuselage — Check.
*15. Hydraulic compartment — Check.
16. Canopy — Check. (Single Pilot — Perform BEFORE STARTING ENGINE — GUNNER.)
17. Fire extinguisher — Check.
18. Fuselage — Check.
19. Static port — Check.
*20. Ammunition bay — Check.

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AREA 5 - NOSE SECTION

1. Turret (left and right side) - Check.
2. Windshield and rain removal nozzles - Check.

(O) 3. Turret stowed check- Perform.

(O) 4. M AIM - l/EXL aiming light - Check.

*WALK-AROUND CHECK

1. Cowling, doors, and panels - Secure.
2. Covers, tiedowns, and cables - Remove and rotate main rotor.

(O) 3. Wing store safety pins - Removed.

(O) 4. TOW launcher missile arming lever - Check down.

5. Chaff dispenser system safety pin - Remove and stow.

(O) 5.1 M AIM - l/EXL aiming light warning flag - Removed.

6. Crew/passenger brief- Complete.

BEFORE STARTING ENGINE - GUNNER

*1. Cockpit-Check.
2. HSS - Check and stow.
*3. Miscellaneous control panel switches - Set.
*4. EMER HYDR PUMP switch - OFF.
*5. JTSN SEL switch - As desired.
*6. WING STORES JEITISON switch - OFF, cover down and lockwired.
7. Avionics - As required.
*8. System/flight instruments - Check.
*9. Attitude indicator- Caged and locked.
10. Standby compass - Check.
**11. Armament switches - Set.
12. Map light - OFF.
*13. Canopy removal arming/firing mechanism safety pin - Remove and stow (if occupied).

BEFORE STARTING ENGINE - PILOT

* 1. IGNITION SW - ON.
* 2. Collective friction and lock - OFF.
* 3. AC and armament circuit breakers - As required.

* 4. PWR panel switches - Set.
* 5. MASTER CAUTION/RPM lights – Check illuminated.
* 6. Caution panel light - TEST and RESET.
(O) * 6.1. LOW G warning light - Press to test.
* 7. ENGINE panel switches - Set.
8. FAT indicator - Check.
9. SCAS POWER switch - OFF.
*★ 10. Armament switches - Set.
11. CODE HOLD switch - OFF.
12. EMER HYDR PUMP - Check.
13. System/flight instruments - Check and set.
* 14. Altimeter - Set.
* 15. FIRE DET TEST switch - TEST.
(O) 16. Reflex sight - Check.
(O) 17. HUD - OFF.
(O) 18. Pilot steering indicator - Check.
19. Clock - Set.
20. HEAT/VENT AIR PULL knob - Out.
21. Avionics/mission equipment - OFF and set as desired.
22. COMPASS switch - MAG.
22.1. Dispenser switch - SAFE.
* 23. LTG panel switches - Set.
24. ECS panel switches - Set.
* 25. DC circuit breakers - IN.
* 26. Canopy removal arming/firing mechanism safety pin - Remove and stow.

*STARTING ENGINE

1. Ground Power unit - Connect for GPU start. (P BAT switch - OFF.)
2. Rotor guard - Posted.
3. Rotor blades - Check clear.

4. Throttle - Check and set.
★5. Engine - Start.
6. GEN switch - ON.
7. GPU - Disconnect after GPU start.
8. BAT/BATTERY switch – ON/RUN.
9. P INV switch - As required.
10. Systems - Check.

*ENGINE RUNUP

*1. Avionics/mission equipment – On as desired.
*2. SCAS POWER switch – POWER.
3. Hydraulic system – Check.
*4. Canopy doors - Secure.
*5. Throttle - 100%.
6. Deleted.
*7. Systems – Check as required.
*8. SCAS - Check as required.
★*9. Armament systems – Set.
*10. Avionics/mission equipment – Check and set.
*11. Altimeters - Set.
*12. HSI – Check.
*13. ADI – Set.
★ 14. Armament systems - Check.
15. Health Indicator Test (HIT) check - Perform.

*HOVER CHECK

1. Flight controls - Check.
2. Engine and transmission instruments - Check.
3. Flight instrument – Check as required.
4. Power - Check.

*BEFORE TAKEOFF

1. RPM - 100 percent.
2. Systems - Check.
3. Avionics - As required.
4. Mission equipment – Set as required.
★5. Armament switches – Set.

BEFORE LANDING

1. Gunner PLT ORIDE switch - OFF.
2. MASTER ARM switch - STBY.
3. TCP - TSU/GUNS.

(O) 3.1. M AIM switch - OFF.

4. TURRET DRIVE MOTOR circuit breaker - Out. E M
5. GUN ELEV STOWED light - Check on.
6. Searchlight - As required.
7. Dispenser control switch - SAFE.

AFTER LANDING

1. Searchlight - As required.
2. Transponder - As required.
3. TCP - STBY TOW.

ENGINE SHUTDOWN

1. FCC switch - OFF.
2. Throttle - Idle for two minutes.
3. FORCE TRIM switch - FORCE TRIM.

★4. Armament system - OFF and set.

5. Systems - Check and turn OFF. E M
6. Throttle - OFF.
7. Engine and PWR panel switches - OFF.
8. IGNITION SW - OFF.
9. Both canopy removal arming/firing mecha nism safety pins - In.

BEFORE LEAVING HELICOPTER

1. Walk around check.
2. Mission equipment - Secure.

★3. All armament- Check.

4. Chaff dispenser system safety pin - Insert.

(O) 4.1 M AIM - 1/EXL aiming light warning flag - Installed.

5. Complete all forms and records.
6. Secure helicopter.

BEFORE EXTERIOR CHECK

1. Armament systems safe as follows:
   a. Wing ejector racks - Jettison safety pins installed.
   b. TOW launcher - Missile arming lever up (if missile installed).
   c. Rocket launcher - Igniter arms in contact with rockets to reduce possibility of ignition from electromagnetic interference (EMI).
   d. MASTER ARM switch - OFF.

(O) d.1. M1 AIM switch - OFF.
   e. PLT OVRD switch - OFF.
   f. JETTISON SELECT switches - OFF.
(O) g. TURRET STOW circuit breaker - OUT.
(O) h. W2P I - Disconnect.

BEFORE STARTING ENGINE - GUNNER STATION

11. Armament switches - Set as follows:

   a. Gunner SHC ACO/TRK/STOW switch STOW.
   b Gunner TCP MODE SELECT switch OFF; system status annunciator displays OFF.
   c. Gunner TCP CAMERA switch - OFF.
(O) d. Gunner TCP LASER ARM switch - OFF.
   e. Gunner TCP TSU RTCL switch - OFF.
   f. Gunner TCP MISSILE SELECT switch As desired.
   f.1. MCN FLIR control panel OFF/ON/BIT switch - OFF.
   g. Gunner RD RMNG indicator/selector Set.
   h. TUR SLEW switch - NORM.
   i. LASER SAFE/TURRET DEPR limit switch - DEPR limit.
   j. TSU GUN SLEW RATE switch - HIGH.

BEFORE STARTING ENGINE - PILOT STATION

10. Armament switches - Set as follows:

(O)* a. RMS - Set.
b. WPNS CONTR - Gunner.
c. WING STORE - As desired.
(O) d. RECOIL COMPEN - OFF (Live Firing - ON).
e. Range - As desired.

STARTING ENGINE

5. Engine - Start as follows:

a. Start switch - Press and hold (start time).
b. DC voltmeter - Check indication. Battery starts can be made provided the voltage is not below 14 volts when cranking through 10 percent N1 speed.
c. Main rotor - Check turning as NI reaches 15 percent. If not, abort the start.
d. Start switch - Release at 40 percent (NI) or after 35 seconds, whichever occurs first.
e. IGNITION SW - OFF, at 750 degrees C TGT.
f. Throttle - Slowly advance past the engineidlestop to engine idle position. Check stop by attempting to roll throttle off.
g. N1 - Check 68 percent to 72 percent. Hold a slight pressure against the idle stop during this check.
h. IGNITION SW - ON after TGT has stabilized.

ENGINE RUNUP

9. Armament systems - Set.

a. MASTER ARM - STBY.
b. TCP switch - STBY TOW.
b.1. MCN FLIR CONTROL PANEL OFF/ON/BIT switch - ON.
c. HUD PWR switch - STBY.
c.1. M AIM switch - OFF.
d. Turret drive motor circuit breaker - IN.
e. q ADS PWR circuit breaker - IN.
f. FCC switch-FCC.

14. Armament systems - Check as follows:

a. HSS BIT - Check.
b. HSS to turret - Check.
c. HSS to TSU - Check.
d. TOW BIT - Check.
d.1. MCN FLIR BIT - Check.
e. TSU fast rate tracking - Check.
f. TUS slow rate tracking - Check.
g. TSU motion compensation - Check.
h. TSU position and reticle - Check.
i. TSU to turret - Cheek.
(O) j. RMS BIT - Check.
(O) k. HUD - Check.
(O) l. M-73 sight - ON/Check.
(O) m. Airborne laser tracker - Check.

BEFORE TAKEOFF

5. Armament switches - Set.

a. Gunner PLT ORIDE switch - OFF.
b. Pilot MASTER ARM switch - STBY.
c. TCP - TSU/GUN.
d. TOW launchers - Missile arming lever down.
e. Wing ejector rack jettison safety pins - Removed.
e.1. M AIM - 1/EXL aiming light protective cover/warning flag - removed.
f. Other switches - Set for mission.

ENGINE SHUTDOWN

4. Armament systems - OFF and set as follows:
   a. Deleted.
(O) b. ADS PWR circuit breaker - out.
(O) c. TURRET STOW circuit breaker - out.
(O) c.1. MCN FLIR control panel OFF/ON/ BIT switch -OFF.
   d. TCP switch - OFF.
   e. MASTER ARM switch - OFF.
(O) f. HUD night filter - DAY position.
   g. HUD PWR switch - OFF.
(O) h. PE M73 sight-OFF.
   i. LASER SAFE/TURRET DEPR LIMIT. switch - DEPR LIMIT.
   j. TUR SLEW switch - GND TEST/SLOW.
   k. HSS linkage - STOW.
(O) l. M AIM switch - OFF.

BEFORE LEAVING HELICOPTER CHECK

3. All armament - Check as follows:

   a. Wing ejector rack jettison safety pins Installed.
   b. TOW missile arming lever - UP (if mis sile installed).
   c. Rocket igniter arms - In contact with rockets to reduce possibility of ignition from electromagnetic interference (EMI)

ENGINE

AUTOROTATE

1. Collective-Adjust.
2. Pedals–Adust.
3. Throttle–Adjust.
4. Airspeed-Adjust.

(O) 5. Wing stores–Jettison.

EMER SHUTDOWN

1. Throttle-OFF.
2. Fuel switch-OFF.
3. BAT/BATTERY switch-OFF.

EMER GOV OPNS

1. GOV switch–EMER.
2. Throttle–Adjust.
3. Land as soon as possible.

ENGINE MALFUNCTION—HOVER

AUTOROTATE

ENGINE MALFUNCTION–LOW ALTITUDE/LOW AIRSPEED OR CRUISE.

1. AUTOROTATE.
2. EMER GOV OPNS.

ENGINE MALFUNCTION–120 KIAS AND ABOVE

1. CYCLIC-ADJUST.
2. AUTOROTATE.
3. EMER GOV OPNS.

DROOP COMPENSATOR FAILURE

EMER GOV OPNS

ENGINE COMPRESSOR STALL

1. Collective–Reduce.
2. HTR/RAIN RMV or ECU switch-OFF.
3. DE-ICE switch-OFF.
4. Land as soon as possible.

INLET GUIDE VANE ACTUATOR FAILURE

Land as soon as practicable.

ENGINE OVERSPEED

1. Collective-Increase.
2. Throttle-Reduce.
3. EMER GOV OPNS.

ENGINE OIL TEMPERATURE HIGH

Land as soon as possible.

ROTOR, TRANSMISSON, AND DRIVE SYSTEM

TAIL OF ROTOR FAILURE-FLIGHT

LOSS OF THRUST/COMPONENTS

AUTOROTATE

TAIL ROTOR FAILURE-HOVER

1. Throttle-Reduce.
2. AUTOROTATE.

MAIN DRIVESHAFT FAILURE

1. AUTOROTATE.
2. Throttle--OFF.

CLUTCH FAILS TO DISENGAGE

1. Throttle--ON.
2. Land as soon as possible.

CLUTCH FAILS TO RE-ENGAGE

1. AUTOROTATE.
2. Throttle--OFF.

FIRE

FIRE—ENGINE START

1. STARTER SWITCH-PRESS
2. Throttle-OFF.
3. FUEL switch-OFF.

FIRE—GROUND (Pilot's Station)

EMER SHUTDOWN

FIRE—GROUND (Gunner's Station)

1. IDLE STOP-RELEASE AND HOLD.
2. Throttle-OFF.
3. EMER ELEC PWR switch-EMERG OFF.

FIRE—FLIGHT (Power—ON)

1. Land as soon as possible.
2. EMER SHUTDOWN.

FIRE—FLIGHT (Power—OFF)

1. AUTOROTATE.
2. EMER SHUTDOWN.

ELECTRICAL FIRE—FLIGHT

1. BAT/BATTERY switch-ON/START.
2. Electrical switches-OFF.
3. NON-EST BUS switch-NORMAL.
4. Land as soon as possible.
5. EMER SHUTDOWN.

FUMES FROM ECS

1. ECS–OFF.
2. Land as soon as possible.

FUEL

SINGLE OR DUAL FUEL BOOST PUMP FAILURE

1. Fuel switch-ON.
2. Pump circuit breaker(s)-OUT.
3. Land as soon as practicable.

ELECTRICAL

DC GENERATOR FAILURE

1. GEN BUS RESET/GEN FIELD circuit breaker–IN.
2. GEN switch-RESET then GEN position.

If not restored:

3. GEN switch-OFF.
4. TCP MODE SEL switch-OFF.
5. Switches-OFF for unused equipment.
6. NON ESNT BUS switch-As required.

P AC INVERTER FAILURE–CAUTION LIGHT ILLUMINATION

1. INV MAIN/STBY circuit breakers–IN.
2. INV switch-STBY.
3. SCAS–Re-engage.

E ALTERNATOR FAILURE–ALTER AND RECT CAUTION LIGHTS ILLUMINATION

1. ALTNR switch-OFF RESET, then ON.

If alternator is not restored:

2. ALTNR–OFF RESET.
3. Land as soon as possible.

E TRANSFORMER RECTIFIER UNIT (TRU) FAILURE–RECT CAUTION LIGHT ILLUMINATION

1. ALTNR switch-OFF reset.
2. ALTNR switch-ON.

OVERHEATED BATTERY

1. BAT/BATTERY switch-OFF.
2. Land as soon as possible.
3. EMER SHUTDOWN.

HYDRAULIC

HYDRAULIC FAILURE—SINGLE SYSTEM

1. EMER HYDR PUMP switch-OFF (Pilot and gunner).
2. HYD CONT/CONTR circuit breaker–In.
3. EMER HYDR/HYD PUMP circuit breaker–In.
4. SCAS–DISENGAGE appropriate channels.
   a. No. 1 system–Yaw channel.
   b. No. 2 system–Pitch and roll channels.
5. MASTER ARM switch-OFF.
6. Land as soon as practicable. A run-on landing at a speed of 50 KIAS or above is recommended.
7. EMER HYDR PUMP switch-EMER HYDR PUMP (final approach).

HYDRAULIC FAILURE—DUAL SYSTEM

1. EMER HYDR PUMP switch-OFF (pilot and gunner).
2. HYD CONT/CONTR and circuit breaker–In.
3. EMER HYDR/ HYD PUMP circuit breaker–In.
4. SCAS–Disengage all channels.
5. MASTER ARM switch-OFF.
6. Land as soon as practicable. A run-on landing at a speed of 50 KIAS or above is recommended.
7. EMER HYDR PUMP switch-EMER HYDR PUMP (final approach).

LANDING AND DITCHING

DITCHING–POWER ON

1. MASTER ARM–OFF.
2. PLT OVRD/PLT OVRIDE–OFF.
3. JETTISON CANOPY.
4. Gunner–Exit.
5. Hover–Clear of gunner.
6. Throttle-OFF and autorotate.

DITCHING—POWER OFF

Perform engine malfunction procedures.

JETTISON CANOPY

1. Arming/firing mechanism handle–turn 90°.
2. Arming/firing mechanism handle–Pull.

FLIGHT CONTROLS

FLIGHT CONTROL/MAIN ROTOR SYSTEM MALFUNCTION

1. Land as soon as possible.
2. EMER SHUTDOWN.

LOW G WARNING

1. Cyclic stick – Aft to return rotor to positive thrust condition.
2. Reduce severity of maneuver.

MAST BUMPING

1. Reduce severity of maneuver.
2. Land as soon as possible.

STABILITY AND CONTROL AUGMENTATION SYSTEM (SCAS) FAILURE

1. SAS REL button – Press.
2. SCAS POWER switch - OFF.
3. Unaffected SCAS channels - re-engage only if power switch has not been turned off.
4. Land as soon as possible.

Pages E-17/(E-18 blank) has been deleted.

BAILOUT

BAILOUT PROCEDURES

1. FORCE TRIM switch-TRIM.
2. Attitude–Attempt to stabilize helicopter in a shallow descent at approximately 80 KIAS.
3. JETTISON CANOPY.
4. Bailout.

MISSION EQUIPMENT

WING STORES EMERGENCY JETTISON (PILOT)

1. JETTISON SELECT switches-As required.
2. JETTISON switch-Press.

WING STORES EMERGENCY JETTISON (GUNNER)

1. JTSN SEL switch-As required.
2. WING STORES JETTISON switch-Up.

TOW MISSILE EMERGENCY PROCEDURES

HANGFIRE/MISFIRE

1. After landing–Ensure weapons are pointed at safe area.
2. Armament switches-OFF.
3. Engine shutdown.
4. Helicopter–Exit 90 degrees from line of fire.

EMERGENCY WIRE CUT

WIRE CUT switch-Press.

TOW MISSILE FLIGHT MOTOR FAILURE

WIRE CUT switch-Press.

TOW MISSILE ERRATIC IN FLIGHT

1. Attempt to keep missile down range.
2. Emergency wire cut if needed.

RUNAWAY GUN

1. MASTER ARM switch-OFF.
2. PLT OVRD/ORIDE switch-OFF.

TABLE E. CAUTION PANEL

LIGHT	CORRECTIVE ACTION
MASTER CAUTION	(No segment light.) Land as soon as possible.
ENG/ENGINE OIL PRESS	Land as soon as possible.
XMSN/TRANS OIL PRESS	Land as soon as possible.
ENG OIL BYPASS	Land as soon as possible.
XMSN/TRANS OIL BYPASS	Land as soon as possible.
XMSN OIL HOT/ XMSN OIL TEMP/ TRANS OIL HOT	Land as soon as possible.
ENG FUEL PUMP	Land as soon as possible.
ENG CHIP	Land as soon as possible.
XMSN/TRANS, 42° 90° CHIP	Land as soon as possible.
CHIP DETECTOR	Land as soon as possible.
FWD FUEL BOOST	Refer to emergency procedure.

LIGHT	CORRECTIVE ACTION
FUEL FILTER	Land as soon as possible.
FUEL LOW	Land as soon as practicable.
AFT FUEL BOOST	Refer to emergency procedure.
DC GEN	Refer to emergency procedure.
MAIN INVTR	Refer to emergency procedure.
RECT	Information/system status.
STBY INVTR	Information/system status.
ALTER	Refer to emergency procedure.
EXT PWR	Close door.
GOV EMER EMERG	Information/system status.
IFF CODE HOLD	Information/system status.
IFF CAUTION	Information/system status.
HYD PRESS #l/ #1 HYD PRESS	Refer to emergency procedure.
EMER HYDR PUMP ON	Information/system status.
HYD PRESS #2/ #2 HYD PRESS	Refer to emergency procedure.

LIGHT	CORRECTIVE ACTION
SPARE	Land as soon as possible.
GUN ELEV STOWED	Information/system status.
HUD INOP	Information/system status.
FCC INOP	Information/system status.
LASER ARMED	Information/system status.
IRCM INOP	Information/system status.

By Order of the Secretary of the Army:

CARL E. VUONO
General, United States Army
Chief of Staff

Official:

R. L. DILWORTH
Brigadier General, United States Army
The Adjutant General

DISTRIBUTION:
To be distributed in accordance with DA Form 12-31, CL requirements for AH-1P/E Helicopter, Attack and AH-1F Helicopter, Attack.

The Metric System and Equivalents

Linear Measure

1 centimeter = 10 millimeters = .39 inch
1 decimenter = 10 centimeters = 3.94 inches
1 meter = 10 decimeters = 39.37 inches
1 dekameter = 10 meters = 32.8 feet
1 hectometer = 10 dekameters = 328.08 feet
1 kilometer = 10 hectometers = 3,280.8 feet

Weights

1 centrigram = 10 milligrams = .15 grain
1 decigram = 10 centigrams = 1.54 grains
1 gram = 10 decigrams = .035 ounce
1 dekagram = 10 grams = .35 ounce
1 hectogram = 10 dekagrams = 3.52 ounces
1 kilogram = 10 hectograms = 2.2 pounds
1 quintal = 100 kilograms = 220.46 pounds
1 metric ton = 10 quintals = 1.1 short tons

Liquid Measure

1 centiliter = 10 milliters = .34 fl. ounce
1 deciliter = 10 centiliters = 3.38 fl. ounces
1 liter = 10 deciliters = 38.82 fl. ounces
1 dekaliter = 10 liters = 2.64 gallons
1 hectoliter = 10 dekaliters = 26.42 gallons
1 kiloliter = 10 hectoliters = 264.18 gallons

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