

Summary Report for Individual Task  
011-237-4081  
Perform Before-Starting-Engine Checks (UH-60)  
Status: Approved

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**Distribution Restriction:** Approved for public release; distribution is unlimited.

**Destruction Notice:** None

**Foreign Disclosure: FD5** - This product/publication has been reviewed by the product developers in coordination with the Fort Rucker foreign disclosure authority. This product is releasable to students from all requesting foreign countries without restrictions.

**Condition:** In a UH-60A helicopter. This task should not be trained in MOPP 4.

**Standard:** Appropriate common standards.

**Special Condition:** None

**Safety Risk:** Medium

**MOPP 4:** Never

<b>Task Statements</b>
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**Cue:** None

<b>DANGER</b>
None

<b>WARNING</b>
None

<b>CAUTION</b>
None

**Remarks:** None

**Notes:** None

## Performance Steps

### 1. Crew actions.

- a. The maintenance test pilot (MP) should direct assistance from the rated crewmember (RCM) and nonrated crewmember (NCM) as necessary.
- b. The RCM/NCM should assist the MP as directed.

### 2. Procedures. Perform the checks according to the applicable maintenance test flight (MTF) manual, with the following additional information.

- a. Central display unit/pilot display unit (CDU/PDU) check.

**Note:**

For H-60A/L check that range markings on the CDU and PDUs match aircraft type.

- b. Cyclic forward stop check.

**Note:** To determine collective "mid position," center the pedals and hold slight forward pressure against the cyclic (full forward and centered laterally). Adjust the collective until the cyclic position moves closest to the instrument panel. If during the attempt to determine the mid position point of the collective, the cyclic appears to remain relatively stationary, troubleshoot for improper aircraft rigging.

- c. Stability augmentation system (SAS) engagement/disengagement check.

**Note:** Position a main rotor blade at 12 o'clock position to allow the ability to visual monitor the 3 or 9 o'clock blade. Have additional outside personnel monitor the tail rotor.

- d. Trim system checks.

**Note:**

Maintain collective at mid position for the duration of these checks.

(1) Cyclic force gradient check. Center the cyclic. Perform the check according to the applicable MTF manual with the following additional information: Without releasing trim, sequentially displace and then release the cyclic forward, aft, left, and right (approximately 2 inches) to verify that a force gradient exists. The trim should remain engaged and no caution or failure advisory lights should appear. Repeat in all four quadrants.

(2) Yaw pedal force gradient check. Perform the check according to the applicable MTF manual with the following additional information:

(a) Pedals centered, without disengaging trim, attempt to displace each pedal and confirm that a force gradient exists.

(b) Depress the left pedal trim switch only and displace the pedal. Release the trim switch. Confirm that trim maintains the new reference position by attempting to displace the pedal without releasing trim. Continue checking by re-referencing pedals through full range of travel. Repeat for the right pedal.

- e. Stabilator check.

**Note:** Keep the stabilator area clear throughout the checks. Verbally confirm stabilator positions throughout the check. Have crew acknowledge each reception of a stabilator audio tone.

- f. Fuel boost pumps check.

**Note:** Confirm both ENG FUEL SYS selectors are in DIR. Verify the #1 and #2 FUEL PRESS cautions appears. If one or both of the fuel pressure caution(s) do not appear; place the appropriate power control lever to the LOCKOUT position until the appropriate FUEL PRESS caution appears prior to check.

(Asterisks indicates a leader performance step.)

**Evaluation Guidance:**

Evaluation will be conducted in the aircraft.

**Evaluation Preparation:**

Training may be conducted in the aircraft or simulator.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Requested assistance from the rated crewmember (RCM) and nonrated crewmember (NCM) as necessary.			
2. Performed the checks according to the applicable maintenance test flight (MTF) manual, with the following additional information.			

**Supporting Reference(s):**

Step Number	Reference ID	Reference Name	Required	Primary
	TM 1-1520-237-10	OPERATOR'S MANUAL FOR UH-60A HELICOPTER, UH-60L HELICOPTER EH-60A HELICOPTER (REPRINTED W/BASIC INCL C1)(THIS ITEM IS INCLUDED ON EM 0051), September 25, 2009, Change 004, April 17, 2013	No	No
	TM 1-1520-237-10	OPERATOR'S MANUAL FOR UH-60A HELICOPTER, UH-60L HELICOPTER EH-60A HELICOPTER (REPRINTED W/BASIC INCL C1)(THIS ITEM IS INCLUDED ON EM 0051)	No	No
	TM 1-1520-237-MTF (Change 004)	MAINTENANCE TEST FLIGHT MANUAL FOR UH-60A HELICOPTER UH-60L HELICOPTER EH-60A HELICOPTER (REPRINTED W/BASIC INCL C1-2)(THIS ITEM IS INCLUDED ON EM 0051)	No	No
	TM 1-1520-280-10	OPERATOR'S MANUAL FOR HELICOPTERS, UTILITY TACTICAL TRANSPORT UH-60M (NSN: 1520-01-492-6324)( EIC: RSP) HH-60M (1520-01-515-4615)(EIC:RSQ) (THIS ITEM IS INCLUDED ON EM 0051)(REPRINTED W/BASIC INCL C1)	No	No
	TM 1-1520-280-MTF (Change 005)	MAINTENANCE TEST FLIGHT MANUAL FOR HELICOPTER, UTILITY TACTICAL TRANSPORT UH-60M (NSN 1520-01-492-6324)(EIC: RSP) HH-60M (NSN 1520-01-515-4615)(EIC: RSQ)	No	No

**Environment:** Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT.

**Safety:** In a training environment, leaders must perform a risk assessment in accordance with ATP 5-19, Risk Management. Leaders will complete the current Deliberate Risk Assessment Worksheet in accordance with the TRADOC Safety Officer during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed

during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination.

**Prerequisite Individual Tasks :** None

**Supporting Individual Tasks :** None

**Supported Individual Tasks :** None

**Supported Collective Tasks :** None