**UH-1 MAINTENANCE UPDATE**

Follow applicable FAA AD’s, SAIB’s, BELL and component manufactures MESSAGES.

Be sure all type certificated component flight manual procedures and current changes are posted in the flight manual / POH. It’s not just the pilots responsibility to have current changes in flight manual / POH. If your aircraft requires an annual by an IA. The IA is responsible to verify all current changes for the aircraft and added components ICA instructions are current before signing off the aircraft is airworthy.

Use and follow the appropriate maintenance, parts and component manuals for your aircraft. Learn how to use each manual. Incorporate individual component ICA instructions in your overall inspection of the aircraft.

Do not deviate from the maintenance instructions for your aircraft. If the manual does not tell you to lube a component **DON’T**, example the chain & sprocket tail rotor pitch change system & cargo doors rollers. I have noticed that many people are not aware of the Lube chart or how to read it. If it does not tell you to seal an area **DON’T**, example tailboom to airframe. Information missing from the manual.

Learn to use the Parts Manual and how and when to use it with the Maintenance Manual when necessary.

Main Rotor Torqueing   
  
Tail Rotor Torqueing & Re-torqueing 5 to 10 hours.   
  
 Re-Torqueing Tailboom after first flight.

Bell ASB UH-iH-18-20 Main Rotor Blade 204-011-18-20 Daily & 25 hour Inspection.

FAA SAIB SW-18-29 Tailboom attachment Inspection.

Keeping checking UH1OPS for manual additions and updates.

TT Straps