

- • • If conditions permit, place the twistgrip in the IDLE position once a landing area is selected, and perform a normal autorotation. Plan to touch down with little or no forward speed.

WARNING

WHEN HOVERING AT ALTITUDES WITHIN OR ABOVE THE CROSS-HATCHED AREAS DEPICTED ON THE HEIGHT VELOCITY DIAGRAM (FIG. 5-2), IT IS NECESSARY TO REDUCE ALTITUDE TO 7 FEET OR LESS PRIOR TO PLACING THE TWISTGRIP IN THE GROUND IDLE POSITION AND PERFORMING A HOVERING AUTOROTATION.

- • While at a hover: Place the twistgrip in the IDLE position and perform a hovering autorotation.
- • Tail Rotor Control Failure - Fixed Pitch Setting:
 - • • Adjust power to maintain 50 to 60 knots airspeed.
 - • • Perform a shallow approach and running landing to a suitable area, touching down into wind at a speed between effective translational lift and 30 knots. Directional control may be accomplished by small adjustments in throttle and/or collective control.

3-10. ENGINE IDLE AT ALTITUDE

- Engine idle speeds at high density altitudes may be less than those set at sea level conditions. Do not rapidly reduce throttle to idle stop in flight.

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3-10. ENGINE IDLE AT ALTITUDE (cont)

WARNING

**TO MINIMIZE POSSIBILITY OF ENGINE STOP-
PAGE, RAPID THROTTLE REDUCTIONS TO
FULL IDLE DURING FLIGHT SHALL NOT BE
CONDUCTED AT ANY ALTITUDE.**

3-11. AIR RESTART

- Establish 52 knots (60 mph) autorotation.
- Pick out landing spot. If less than 2000 feet above terrain, proceed with autorotation landing.
- Pull mixture control to IDLE CUTOFF when time permits to stop flow of fuel from nozzles.
- If altitude permits:
 - With mixture in IDLE CUTOFF.
 - Throttle - crack approximately 1/2 an inch.
 - Starter - press to engage.
 - Mixture - push to FULL RICH position when engine fires.

Note: If fuel boost pump was on at time of engine stop-
page, a flooded condition may have resulted necessitat-
ing additional use of the starter.