

4-11. PRACTICE AUTOROTATION

WARNING

DURING POWER RECOVERY FROM PRACTICE AUTOROTATIONS, AIRSPEED AND ALTITUDE COMBINATIONS THAT ARE INSIDE THE HEIGHT VELOCITY CURVE SHALL BE AVOIDED. HIGH RATES OF DESCENT MAY DEVELOP FROM WHICH RECOVERY MAY BE DIFFICULT OR NOT POSSIBLE.

WARNING

PRACTICE AUTOROTATIONS SHALL BE CONDUCTED IN AN AREA WITH A SUITABLE LANDING SITE AVAILABLE TO MINIMIZE HAZARDS ASSOCIATED WITH INADVERTENT ENGINE STOPPAGE.

WARNING

TO REDUCE THE CHANCE OF ENGINE STOPPAGE WHEN INITIATING PRACTICE AUTOROTATIONS OR SIMULATED FORCED LANDING TRAINING THE THROTTLE SHALL NOT BE ABRUPTLY RETARDED TO THE IDLE POSITION.

CAUTION

AT HIGH POWER SETTINGS AN OVERSPEED MIGHT OCCUR IF THROTTLE IS NOT REDUCED SLIGHTLY WHEN COLLECTIVE IS LOWERED.

- Ensure fuel boost pump is activated prior to commencing autorotation training. Split the needles by reducing throttle slightly and lowering the collective. The throttle correlation will establish a high idle rpm (approximately 2500 rpm) which will aid in preventing the engine from loading up or stalling during recovery. Conversely, for recovery, increase throttle slightly when the collective is raised, the correlation is such that only minor throttle adjustments will be required to perform a smooth recovery without exceeding 3200 rpm.
- If engine stops make a touchdown auto landing.