

TAKEOFF

Collective pitch — Increase to hover.

Directional control — As required to maintain desired heading.

Cyclic control — Apply as required to accelerate smoothly.

Collective — Apply as required to obtain desired rate of climb and airspeed. Monitor engine limits and adjust collective, as necessary.

IN-FLIGHT OPERATIONS

Airspeed — As desired (not to exceed V_{NE} at flight altitude).

PITOT HEAT switch (if installed) — ON in visible moisture with temperature below 4.4°C (40°F).

WARNING

WITH LOW FUEL QUANTITY
(APPROXIMATELY 20 GALLONS OF FUEL
REMAINING), AVOID UNCOORDINATED
TURNS/MANEUVERS.

NOTE

TOT will increase when ENGINE ANTI-
ICING is switched ON.

ENGINE DEICING or ENGINE ANTI-ICING switch — ON in
visible moisture when temperature is below 4.4°C (40°F).

Maximum pressure altitude is 20,000 feet.

NOTE

It is recommended that approved oxygen
equipment be used when operating at
altitudes above 10,000 feet.

BHT-206B-FM-1

CAUTION SYSTEM (Cont)**WARNING LIGHT****FAULT AND REMEDY****TRANS PRESS**

Main transmission pressure is below minimum. Landing should be made as soon as possible.

FUEL PUMP**WARNING**

Operation with both fuel boost pumps inoperative is not authorized. Due to possible fuel sloshing in unusual attitudes or out of trim conditions and one or both fuel boost pumps inoperative, the unusable fuel is ten gallons.

FUEL PUMP

One or both fuel boost pumps is inoperative. Descend to below 6000 feet pressure altitude if flight permits. Land as soon as practical.

NOTE

The engine will operate without boost pump pressure under 6000 feet pressure altitude and one boost pump will supply sufficient fuel for normal engine operations under all conditions of power and altitude. Both fuel boost pumps shall be ON for all normal operations.

FUEL FILTER

Engine fuel filter clogged, land as soon as practical. Clean before next flight.

A/F FUEL FILTER

Airframe fuel filter clogged. Land as soon as practical. Clean before next flight.

**FUEL LOW
(If installed)**

Approximately 20 gallons of fuel remaining. Land as soon as practical.

ELECTRICAL POWER FAILURE (CONT)

All electrical equipment — OFF (to conserve battery).

Required electrical equipment — ON, only as needed.

WARNING

REDUCE ALTITUDE TO BELOW 6000 FEET.

FUEL SYSTEM FAILURE

Fuel system failures are divided into two types consisting of helicopter fuel system failure and engine fuel system failure. With low fuel quantity (approximately 20 gallons of fuel remaining), land as soon as practical.

ENGINE FUEL SYSTEM FAILURE

The engine high pressure fuel pump is either a dual element type pump or a single element pump. A failure of either element of the dual element pump will not result in an engine failure as either element is capable of supplying engine fuel requirements. A failure of the single element pump will require execution of the Engine Failure procedure.

HELICOPTER FUEL SYSTEM FAILURE

Helicopter fuel system failure will be caused by a malfunction of one or both of the fuel boost pumps and will be evident by the illumination of the FUEL PUMP caution light. The engine will operate without boost pump pressure under 6000 ft altitude conditions and one pump will supply sufficient fuel for normal engine operation under all conditions of power and altitude.

WARNING

OPERATION WITH BOTH FUEL BOOST PUMPS INOPERATIVE IS NOT APPROVED. DUE TO POSSIBLE FUEL SLOSHING IN UNUSUAL ATTITUDES OR OUT OF TRIM CONDITIONS AND ONE OR BOTH FUEL BOOST PUMPS INOPERATIVE, THE UNUSABLE FUEL IS TEN GALLONS.