

4-13. LANDING APPROACH

1. Set engine rpm at 2700.

CAUTION

Fire can result from a landing in tall dry grass due to exhaust heat; exercise care in selecting landing site. In case of a grass fire move aircraft to a clear area.

CAUTION

At high power settings an overspeed might occur if throttle is not reduced slightly when collective is lowered.

2. Slow airspeed to approximately 53 kt (61 mph) for a normal approach and reduce collective for the desired rate of descent. Maintain 2700 rpm. On approaching the desired landing spot, reduce airspeed and rate of descent until a hover is established.

4-14. RUNNING LANDING

CAUTION

Avoid rapid lowering of collective pitch control after ground contact.

Thirty-six (36) knots (41 mph) maximum recommended ground contact speed for smooth hard surface.

4-15. ENGINE COOLING SHUTDOWN

1. Perform Paragraph 4-16 if last flight of day.

WARNING

SHUTDOWN ENGINE BEFORE EXITING HELICOPTER.

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| 2. Collective stick down | FRICTION ON |
| 3. Throttle | FRICTION AS
DESIRED |
| 4. Cyclic stick neutral | FRICTIONS ON |

5. Maintain 2500 rpm with full down collective pitch for two minutes; watch for cylinder head temperature to decrease and stabilize.
6. Decrease to and hold 2000 rpm until CHT stabilizes.
7. Close throttle to IDLE STOP.
8. Set clutch control switch in RELEASE position (guard open) and maintain throttle against stop.

CAUTION

Damage to rotor blades and tailboom may result if collective pitch is used to slow rotor.

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| 9. | Mixture | IDLE CUTOFF (Pull) |
| 10. | Magnetos | OFF |
| 11. | Alternator | OFF |
| 12. | Battery (after clutch is fully disengaged) | OFF |
| 13. | All remaining switches | OFF |
| 14. | Fuel valve | CLOSE (Pull) |

**4-16. PILOT'S CHECK OF IDLE MIXTURE, IDLE SPEED, AND
(HELICOPTERS WITH FUEL INJECTED ENGINE - HIO-360-G1A)
FUEL BOOST PUMP**

NOTE: This check of idle mixture and idle speed shall be accomplished at the end of the last flight each day, prior to engine shutdown. In the event that the idle mixture check was not accomplished and recorded, the procedure must be accomplished prior to first flight of the day.

1. Accomplish this idle mixture check by first hovering the aircraft until normal in-flight operating temperatures of cylinder heads and engine oil are achieved. Once normal operating temperatures are achieved, perform the idle mixture check as follows: