

POWER FAILURE AT A HOVER—HOVERING AUTOROTATION**PURPOSE:**

To simulate landing the helicopter from a hover with a complete power loss.

DESCRIPTION:

Begin from a stabilized 2–3 foot hover at 104% RPM, over level terrain and headed into the wind. If necessary, reposition the left hand so that the throttle can easily be rolled off into the override, leaving the governor on. Firmly roll the throttle into the spring-loaded override while simultaneously adding right pedal to maintain heading. The loss of tail rotor thrust will cause a left drift requiring a slight right cyclic correction. Use caution not to raise or lower the collective when rolling off the throttle. When the aircraft has settled to approximately 1 foot, fully increase the collective, holding the throttle firmly in the spring-loaded override, to cushion the landing. As the skids touch down, apply slight forward cyclic. Once firmly on the ground, lower the collective full down. Use caution to avoid any sideward or rearward movement on touchdown to prevent the possibility of a rollover.

If simulating a tail rotor failure at a hover, allow the helicopter to yaw a maximum of 90° to the right, then perform the hovering autorotation.

NOTE

Other than for a T/R failure at a hover, it is recommended that the instructor rolls the throttle off, then the student maintains heading with right pedal once the engine failure is detected.

PERFORMANCE STANDARDS:

	Private	Commercial
Heading	$\pm 10^\circ$	$\pm 5^\circ$
Touchdown	Level	Level