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Subject: Pilot Operator's Handbook Information / Excerpts

Upon request of the NTSB the pilot provided a copy of the Pilot Operator Handbook (POH) for his gyroplane.

Figure 1 shows the guidance the POH provides for taxi procedures:

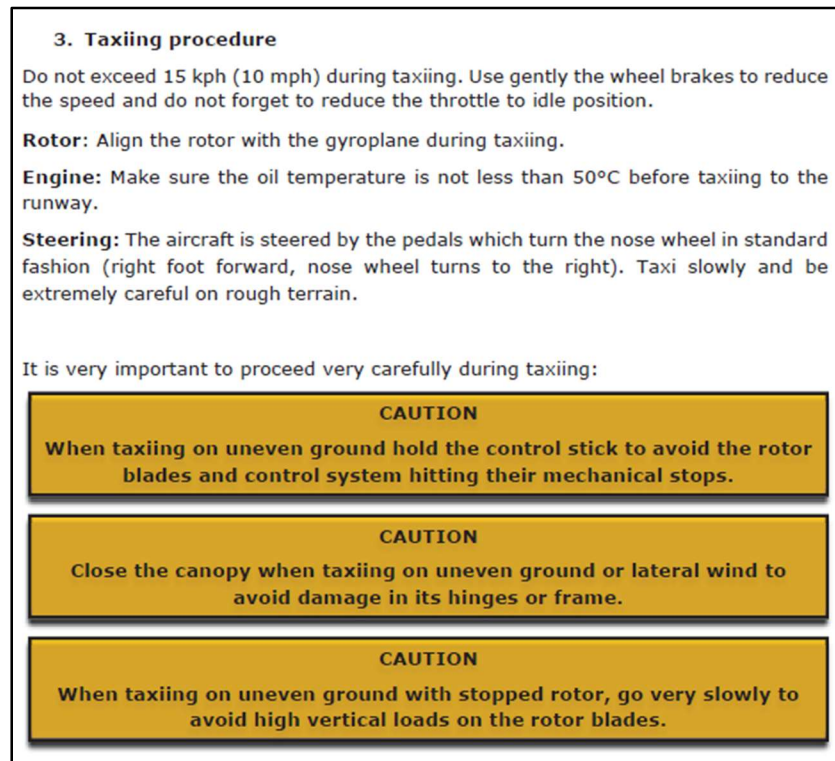


Figure 1. Taxiing procedure.

Figure 2 shows the POH rotor pre-rotation procedures:

5. Rotor pre-rotation

Alignment: Runway alignment.

Engine: Move the throttle until the engine speed reaches 2200 - 2500 rpm.

Brakes: Disengage the wheels parking brake and hold the brake lever with your left hand.

WARNING

Do not engage the pre-rotator with the wheels parking brake ON. Hold the brake lever with your left hand. It is extremely dangerous to start the take-off run if the parking brake is not disengaged!

Flight position: Hold the stick **fully forward** and **centred** with your right hand. With your left hand, move to "Flight" position the selector. Wait five seconds for the pneumatic system to fully charge.

WARNING

Before engaging the pre-rotator, check area is clear

Pre-rotation: Push and hold the pre-rotator button on the control stick with your thumb. This causes the pre-rotator to engage. You will hear the pre-rotator belt making some squeak, wait until the pre-rotator belt doesn't make noise, then increase the engine power slowly and gradually until reaching 220 rotor rpm.

ELA 10-Eclipse
PILOT OPERATOR'S HANDBOOK

Note

For shorter take-off distance it is possible to increase the rotor up to 280 - 300 rpm but note that the pre-rotation system will suffer greater effort so the parts life will be shorter.

CAUTION

Start the take-off with the rotor between 150 - 200 rpm requires a high skill. It is forbidden to proceed with take-off operations if the rotor is under 150 rpm.