

SECTION 2

Operating Procedures

● SERVICING.

1. Fuel, Minimum Octane 91.
2. Oil, Aviation Grade.
SAE 40 Above 40°F.
SAE 30 Below 40°F.

● PRE-ENGINE STARTING

1. Check controls for freedom of movement-adjust friction.
2. Mixture control RICH.
3. Carburetor heat control COLD.
4. Prime engine by opening and closing throttle 2 or 3 times.
5. CLOSE throttle.

● WARM-UP AND GROUND TEST.

1. Idle engine at 1500 to 1700 rpm until oil pressure reaches 40 psi minimum.
2. Run engine at 1700 to 1800 rpm until clutch is fully engaged, which is apparent when tachometer needles are synchronized.

CAUTION

Avoid continuous operation at rotor speed of 200 to 230 rpm to minimize stabilizer bar resonance. Apply sufficient cyclic control stick into the wind to maintain the rotor in a near horizontal plane.

3. Increase engine rpm to approximately 2200 to prevent clutch slippage and hold until oil temperature reaches 40°C minimum.
4. Check magnetos at 3100 rpm and minimum pitch after head temperature reaches 100°C. A drop of 200 rpm is permissible with no engine roughness.

● ENGINE SHUT-DOWN PROCEDURE.

1. Idle engine until cylinder head temperature drops approximately 25°C.
2. Stop engine by moving mixture control to CUT OFF.
3. Ignition switch OFF after engine stops.
4. Increase main rotor pitch, not to exceed 1/3 the range, to reduce rotor rpm.