

COLLIER MOSQUITO CONTROL DISTRICT

MD-500 TRAINING & OPERATING PROCEDURES



COLLIER MOSQUITO CONTROL DISTRICT

MD-500 Training and Operating Procedures

8. PRECAUTIONARY MEASURES (CONT.)

c. Tall Grass and Water Operations

Tall grass will tend to disperse or absorb the ground effect. More power will be required to hover than over normal terrain.

Operations over water with a smooth or glassy surface renders accurate altitude determination very difficult. Thus, caution must be exercised to prevent the helicopter from striking the water. This problem does not exist over rough water, but a very rough water surface may disperse the ground effect and thereby require more power to hover. Movements of the water surface, wind ripples, waves, current flow, or even agitation by the helicopters own rotor wash tend to give the pilot false feeling of helicopter movement.

9. EMERGENCIES

a. Engine Failure

Cruising at altitudes 500 feet and above enter normal autorotation by lowering collective pitch. Select landing spot and maneuver as required. Maximum gliding distance is obtained at 80 knots / 410 rotor RPM. Minimum rate of descent is obtained at 60 knots / 410 rotor RPM. Flare as required for the terrain, level the aircraft before ground contact. Touch down in a level attitude. Avoid the use of aft cyclic stick or rapid lowering of the collective pitch during initial ground contact or during ground slide.

Altitudes above 12' and below 500'. Takeoff operations should be conducted in accordance with the height velocity diagram in the Pilots Flight Manual. In the event of power failure during takeoff, the collective pitch must be initially lowered in order that the rotor speed may be maintained. The amount and duration of collective reduction depends on the height above the ground at which the engine failure occurs. As the ground is approached, aft cyclic and collective controls should be used as needed to decrease forward and vertical velocity. Ground contact should be established in a level attitude.

Altitudes below 12 '. Do not reduce collective pitch. Apply right pedal to prevent yawing. Apply collective pitch as necessary in order to cushion the landing.