

SECTION 4

NORMAL PROCEDURES

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SECTION 4

NORMAL PROCEDURES

RECOMMENDED AIRSPEEDS

Takeoff and Climb	60 KIAS
Maximum Rate of Climb (V_Y)	55 KIAS
Maximum Range	100 KIAS*
Maximum Cruise (Do not exceed except in smooth air, and then only with caution)	110 KIAS*
Significant Turbulence	60 to 70 KIAS
Landing Approach	60 KIAS
Autorotation	60 to 70 KIAS*

* Certain conditions may require lower airspeed.
See V_{ne} placard in Section 2.

DAILY OR PREFLIGHT CHECKS

Remove ground handling wheels and all covers and tiedowns. Remove even small accumulations of frost, ice, or snow, especially from rotor blades. Check maintenance records to verify aircraft is airworthy. An 8-foot step ladder is recommended for preflight inspection of the main rotor; however, main rotor hub may be reached by first opening right rear seat and stepping on seat support and then stepping on deck below the aux fuel tank.

Check general condition of aircraft and verify no visible damage, fluid leakage, or abnormal wear. Verify no fretting at rivets and seams where parts are joined together. Fretting of aluminum parts produces a fine black powder while fretting of steel parts produces a reddish-brown or black residue. Verify Telatemps show no temperature increase that cannot be attributed to a change in operating conditions (mechanics draw a reference line to the right of the highest temperature square which has darkened in operation). Verify torque stripes on critical fasteners are not broken or missing.

DAILY OR PREFLIGHT CHECKS (cont'd)

1. Upper Forward Cowl Doors - Right Side

	Battery switch	ON
	Oil pressure and alternator lights	ON
	Warning light test switches	Push to test
	Fuel quantity	Check gages
	Battery switch	OFF
	Aux fuel tank quantity	Check
	Fuel filler cap	Tight
	Aux fuel tank	No leaks
	Fuel lines	No leaks
	Fuel tank sump, gascolator drains	Sample
	Gearbox oil	Full, no leaks
	Hydraulic system	Fluid full, no leaks
	Rotor brake	Actuation normal
	Flex coupling	No cracks, nuts secure
	Yoke flanges	No cracks
	Gearbox, hydraulic pump Telatemps	Normal
	Control rod ends	Free without looseness
	Steel tube frame	No cracks
	All fasteners	Secure
	Tail rotor control	No interference

2. Main Rotor

CAUTION

Do not pull down on blades to teeter rotor. To lower a blade, push up on opposite blade.

BladesClean and no damage/cracks

CAUTION

Verify erosion on lower surface of blades has not exposed skin-to-spar bond line. Reference Rotor Systems description in Section 7.

DAILY OR PREFLIGHT CHECKS (cont'd)

2. Main Rotor (cont'd)

Pitch change boots No leaks
Main hinge bolts Cotter pins installed
All rod ends Free without looseness
All fasteners Secure
Swashplate scissors No excessive looseness
Upper forward cowl doors Latched

3. Lower Cowl Door – Right Side

Carb air ducts Secure
Carb heat scoop Secure
Engine sheet metal No cracks
Fuel lines No leaks
Oil lines No leaks or chafing
Exhaust system No cracks
Primer (if installed) Prime as required/
 Locked/No leaks
Cowl door Latched

4. Aft Cowl Door – Right Side

Oil cooler door Check
V-belt condition Check
V-belt slack 1.5 inches (4 cm) maximum
Sprag clutch No leaks
Upper bearing No leaks
Telatemp – upper bearing Normal
Sheave condition Check
Flex coupling No cracks, nuts secure
Yoke flanges No cracks
Steel tube frame No cracks
Tail rotor control No interference
Tailcone attachment bolts Check
Cowl door Latched

5. Engine Rear

Cooling fan nut Pin in line with marks
Cooling fan No cracks
Fan scroll No cracks
Tailpipe hanger No cracks